

## Chung-Hoon redefines the mission of DDG



A view of the starboard bow of the Arleigh Burke-class guided missile destroyer USS Chung-Hoon (DDG 93) underway during her builder's sea trials. Chung-Hoon is currently underway in support of the global war on terrorism.

Hawai'i's newest destroyer adds new dimensions in war-fighting capabilities

Lt. j.g. Valerie Van Ho

USS Chung-Hoon (DDG 93)  
Public Affairs

USS Chung-Hoon (DDG 93) has expanded the role of a guided missile destroyer this month, fulfilling the Chief of Naval Operations' vision of sea-basing by providing a platform for operations on land, sea and air. The newest guided missile destroyer homeported at Pearl Harbor relieved USS Pinkney (DDG 91) this past month as advanced forward staging base conducting expanded maritime interdiction operations in the Western Pacific. To meet the needs of this new mission area, Chung-Hoon embarked three new assets while enroute to the operating area, Expeditionary Sea Combat Unit One (ESCU-1), a squad from the Marine 1st Fleet Anti-Terrorism Security Team (FAST), and an augmented ship's surgical team.

Adding a new dimension of war-fighting capabilities is ESCU-1 and two HH-60H helicopters. While maintaining the forward looking

infrared sensors and capabilities for four missiles of an SH-60B which traditionally embark on guided missile destroyers and cruisers, the HH-60H adds to the mission the most advanced helicopter for overland low and medium threat environments. This helicopter has capabilities in heliborne visit, board, search and seizure, combat search and rescue, and special purpose insertion. This is the first time a helicopter of this class has embarked for a deployment on a guided missile destroyer or a combatant ship of this size.

In addition to this new helo capability, Chung-Hoon has embarked a Marine detachment for deployment. Changing the traditional merger of Marines and Sailors, which was based around large amphibious ships with thousands of Marines, Chung-Hoon embarked a squad of Marines specially tailored to the needs of the operating area. The FAST Marines have extensive training in close quarters battle, airfield, convoy and site security. Utilizing skills which have served well previously in embassy reinforcement, this team has adapted to enhance the visit, board, search and seizure and helicopter reinforcement capabilities of Chung-Hoon.

Further tasked with pro-

▼ See CHUNG-HOON, A-4

## Fuel cells – an idea from the past with future applications

Karen S. Spangler

Assistant Editor

Whenever there are discussions about energy conservation and the latest technology, the topic of fuel cells will usually be mentioned. Fuel cells are considered the energy-saving strategy of the future – a way to decrease the world's dependence on oil and meet the demand for energy consumption - all with less greenhouse emissions.

But the concept of fuel cells has been around for awhile – in fact, the principle of fuel cell technology was introduced back in the mid-1830s when it was discovered by a Swiss scientist, Christian Friedrich Schonbein. The first fuel cell was developed by Sir William Grove, a Welsh scientist and a sketch was published in 1843.

In 1959, Francis Thomas Bacon, a British engineer, successfully developed a stationary fuel cell. So the technology has been around for awhile. The National Aeronautics and Space Administration (NASA) used fuel cells in its space vehicles for its Apollo and space shuttle missions.

The Navy in Hawai'i has been proactive in exploring new ways

to produce energy and is now ready to embark on its third fuel cell demonstration project. A molten carbonate fuel cell in the third project will be used to produce "base or prime power." Kevin Saito, Navy Facilities Command Hawai'i (NAVFAC) and Navy Region energy manager, explained that prime power is "power that is delivered on a 24/7/365 basis and runs continuously." Congressional funding has been authorized for the project that is expected to begin later this year.

Installation of fuel cells for the second fuel cell demonstration project, also Congressionally-funded, will begin within the next couple months. "This new demonstration project will field test a fuel cell matrix developed by a Hawai'i company and we'll be installing 10 fuel cell units in various locations to test and record how well they perform under different operating conditions," explained Saito. "While the major goal of this demonstration project is to collect data, the company that produces the fuel cell matrix is hoping a successful testing of their product will eventually reduce the cost of future fuel cells," he said.

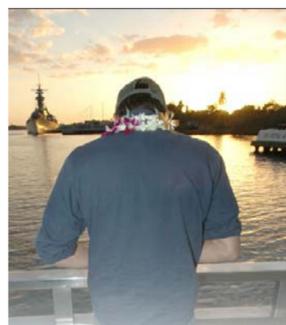
▼ See FUEL CELLS, A-4

## Tax center opens for business



U.S. Navy photo by J02 Ryan G. McInley

Information Systems Technician 1st Class (SW/AW) Kimberly Stevenson, assigned to Naval Computer and Telecommunications Area Master Station, Pacific, prepares her taxes with a help of a volunteer at the Pearl Harbor Tax Center Thursday. The tax center is located in Bldg. 679, Room 11 and is open for walk-ins Monday and Friday from 9 a.m. to 4 p.m. and Saturday from 9 a.m. to noon. Appointments can be made for Tuesdays and Thursdays from 11 a.m. to 6 p.m. and Wednesdays from 9 a.m. to 4 p.m. For more information call 473-4112.



Band of Brothers visit Pearl Harbor page A-2

NEPMU-6: protecting Sailors and Marines page B-1

## Hawai'i Navy News Briefs

### USNI essay contest

The U. S. Naval Institute is sponsoring an essay contest. The contest has a \$15,000 first prize, \$10,000 for second place and \$5,000 for third place. Rules and more information can be found at <http://www.usni.org/contests/seaenterprisessay.htm>.

### Town hall meetings

Town hall meetings have been scheduled to provide information to Navy housing residents about phases two and three of public-private venture. A meeting is planned for 6:30 p.m. Feb. 15 at the Catlin-Halsey-Radford-Miller Community Center for residents of Catlin Park, Doris Miller Park and Maloelap. A meeting for residents of Manana and Pearl City housing areas will be held at 6:30 p.m. Feb. 22 at the Pearl City Community Center.

## Naval Magazine Sailors clean up Ewa Beach highway

Terri Kojima

Environmental Public Affairs

On Saturday morning, Sailors from Naval Magazine [NAVMAG] Pearl Harbor worked side by side with Junior Reserve Officers' Training Corps (JROTC) members from Campbell High School to clean up a two-mile stretch of "adopted" highway in Ewa Beach.

The team of volunteers donned work gloves, then bagged rusty cans, fast food wrappers and every type of litter that had been discarded on

North Road, creating a community eyesore. The Sailor-student cleanup team combed North Road, which fronts the school and intersects the entrance road to the Navy command that is located near Iroquois Point.

Sailors from NAVMAG were quick to respond to the call for volunteers from the city's Department of Environmental Services office, which coordinates the Adopt-the-Block Program.

The cleanup was about giving back to the community and being good neighbors.

"I drive on this road to get to and from work

every day and that's why I'm here this morning," said Torpedoman's Mate 2nd Class Saul Corona. "It's a great way to help keep our community clean."

Overseeing the Sailor-student teams who were assigned separate sections of North Road was Senior Chief Danilo Boyles, who focused on ensuring the safety of his Sailors and the JROTC student volunteers. To accomplish this, the senior chief assigned leaders in each group to keep a watchful eye on vehicles that whizzed by on the two-way street.

"When our people are busy bagging trash,

they're not necessarily thinking of cars so I want to be absolutely sure that someone is focused on the traffic," said Boyles. "We don't want any accidents."

When the group discovered a rusted washing machine in the overgrown brush, Boyles' voice could be heard calling for assistance and reminding volunteers to be cautious and use proper lifting techniques.

For the NAVMAG volunteers, pride in the appearance of their work environment extends beyond the chain-linked fence that separates the base from the surrounding

Ewa Beach community.

Noticing a nearby channel riddled with trash, Corona said he'd like to see the waterway get cleaned, too. "Our city will look better and it will help our environment," said Corona.

According to Peter Nakamura, who manages the region's storm water program, picking up litter is an important contribution to help protect Hawai'i's environment and the effort has far-reaching effects.

"Pollutants can be carried by water flowing over streets and yards that eventually

enter the storm drain system and eventually end up in our streams and ocean," explained Nakamura.

While several of the all-volunteer group rid the roadside of litter, others got down on their knees and stenciled messages next to storm drains, reminding people about the fate of polluted runoff.

By mid-morning, piles of bagged trash, old tires and a rusted washing machine were ready for the city to pick up and North Road was litter free.

According to Iwalani Sato, the city's project

▼ See NAVMAG, A-4

## Safety is mandatory



U.S. Navy photo by JO2 Devin Wright

A Sailor exercises on Naval Station Pearl Harbor (NAVSTA) Thursday morning while wearing reflective gear. During the month of January every Sailor on NAVSTA was issued a reflective belt to insure safety. "Starting Monday we intend to have security pick up people who do not have reflective belts and take them to security where they will get a ticket for failure to obey a lawful order," said Commander Douglas Holderman, executive officer NAVSTA. Belts should be worn between 5:30 p.m. and 7 a.m. For civilians wanting to jog in the evening or morning hours reflective gear can be purchased at the Navy Exchange or the Uniform Shop.

# Band of Brothers cast and veterans visit Pearl Harbor

JO2 Devin Wright

Editor

Cast members from the HBO series "Band of Brothers" and the veterans who inspired the best-selling book and cable miniseries joined together for a tour of Pearl Harbor on Tuesday, hosted by Capt. Taylor Skardon commander, Naval Station Pearl Harbor and chief of staff, Navy Region Hawai'i.

"Band of Brothers" tells the story of the men of Easy Company, 506th Regiment, 101st Airborne Division — paratroopers who fought in some of the fiercest battles in Europe during World War II.

Among the veterans was Darrell "Shifty" Powers. Powers is a decorated Soldier of Native American descent who served in hazardous duty as a platoon scout with Easy Company. Powers was never wounded, a rare feat in a company that suffered heavy casualties.

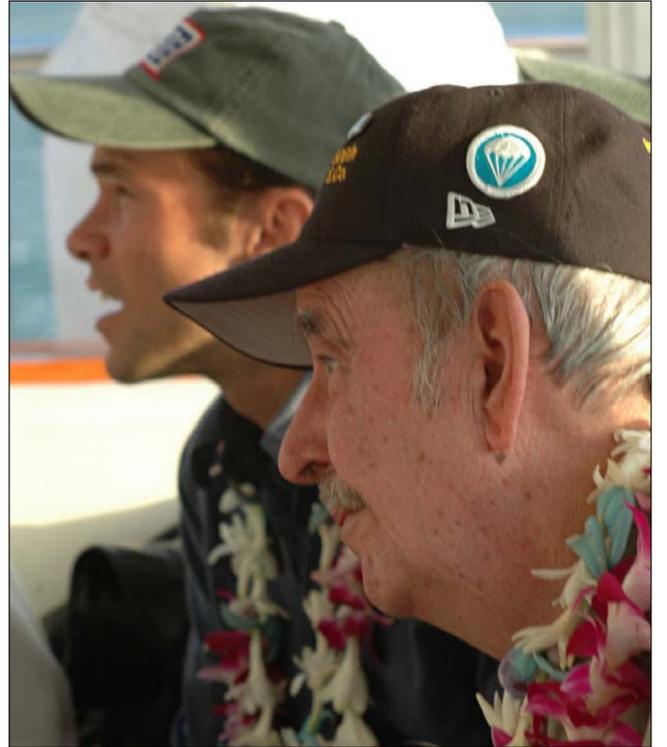
"We lost a lot of men," said Powers. "It was a scary time. In situations like that, you turn to the men with you. You are brothers. I think the series does a good job of showing that, because the things you see when you watch it really did happen."

When Powers first learned of the attack on Pearl Harbor, he was in Norfolk, Va. studying to be a machinist in the local shipyard. He had even thought about joining the Navy.

"I quickly realized that if I were going to be in a war, I wanted to carry a gun," he said. "So I joined the Army."

This was Powers' first visit to Pearl Harbor and a memorable one.

"Being here in Pearl Harbor is special," he said. "I often wanted to come to the place that started it all. It is amazing here. Seeing the Arizona was moving."



U.S. Navy photo by JO2 Devin Wright

WWII Veteran Darrell "Shifty" Powers from Easy Company, 506th Regiment, 101st Airborne Division and actor Peter Youngblood Hill who portrays Shifty in the HBO miniseries "Band of Brothers", toured Pearl Harbor on Tuesday.

Peter Youngblood Hill, who plays "Shifty" in the series, was also along for the tour. He and Powers have spent time together in the past in order to develop the character.

"I know Shifty well," said Youngblood Hill. "It is incredible to be in such a historic place like this with a group of heroes. This is once in a lifetime."

Youngblood Hill believes the "Band of Brothers" miniseries serves as a learning tool.

"This miniseries is so important because we as actors are not portraying some fictional

character that we can make our own," he said. "We are portraying real people so the importance to get it right is vital. Also, this series not only shows where we have been as a nation, but it shows a path that I believe we should try to avoid, and to be at this historic place with men that have lived through one of our nation's bloodiest wars is epic."

The veterans and actors are on a 10-day USO/Armed Forces Entertainment (AFE) tour which will include stops in Japan and Korea. This is the group's first USO tour.

**Free classified advertising for military in Hawaii Navy News**

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

# Ugly crime: Sexual assault

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



FLTCM(SS/SW)  
Rick West

Warriors, studies have shown that one in four women and one in six men will be the victim of a sexual assault in their lifetimes. Think about how many people work with you. Four women? Twelve men? That's three people you know and work with who will become victims of this horrible crime. This is one of the fastest growing violent crimes in the U.S. and we need to ensure we engage now to stop a shipmate from becoming a victim.

To be certain, we're all clear on the types of behaviors that may be referred to as sexual assault. But let's take a minute and delve a little deeper into exactly what sexual assault is. Sexual assault is sexual intimacy that is threatened or forced on one person by another. That includes rape, date rape, marital rape (yes, a spouse forcing the other to have sexual contact is very much illegal), sodomy, indecent assault, and same gender sexual assault.

I think recognizing indecent assault is where the line may become blurry for many. I've learned about Sailors being groped who didn't press charges because they didn't feel it was severe enough to be a sexual assault, though simply being touched in an inappropriate sexual manner is the very definition of indecent assault.

The Navy's goal is to eliminate sexual assault incidents and provide the safest possible environment for our personnel. This may seem like a big task, but there are precautions both men and women can take to reduce these incidents and increase overall safety. Here are a few precautions to keep in mind:

Passiveness and submissiveness can create a climate for sexual aggressiveness. You have the

right to express your feelings and wishes and should do so verbally and clearly. Say "no" if you are unsure. If you become uncomfortable, say you want to stop. Being polite could put you in jeopardy, so be loud, clear and to the point!

You have the right to make choices about your behavior and the right to expect those choices to be respected. Believe that your body belongs to you – only you can choose what you want and you don't have to do anything that you don't want to do. When you're going out, use the buddy system and when you do, ensure you stick to it. Know what situations might lead to sexual assault and who potential perpetrators are.

The things that are needed in order to sexually assault someone are: privacy, opportunity and vulnerability. Don't give them. Don't leave your drink unattended; drink only from unopened cans and bottles. Drink what you have prepared yourself and avoid group drinks like punch. Trust your instincts. If your initial "no" does not stop an attack, yell and try to physically get out of the situation.

Spend time with someone new while you are with a group of people before deciding to be alone with him or her. Set sexual limits and communicate those clearly. Do not give mixed messages – this can lead to an unintentional sexual assault which neither you, nor the assailant, wants.

A key to preventing unintentional assault is to understand what it is – assaults that occur

due to miscommunications.

Know the definitions of sexual assault. Understand that "no" means no, whether it is said harshly or flirtatiously. Don't rely on non-verbal communication for your direction – just because someone is intoxicated and kissing you doesn't mean the individual wants to have sex.

It is never acceptable to force your sexual wishes on a partner, even if you think they want you to do it. If you use or imply force or threats to have sex, you are committing rape, even if you know the person and have had sex with them before. And stay sober! If a person appears to like you, they will like you sober, too.

I really think the most important thing I can talk about here is that alcohol and drugs are often related to acquaintance rape. These substances can blur messages and reduce judgment and self-control. So please, just don't do it or put yourself in a situation to allow you to be drugged. Find activities for you and your friends to enjoy without alcohol. If you drink, don't drink to excess where you might black out or lose control of yourself and be unable to get out of unwanted situations.

Though these tips can help to avoid sexual assault, sometimes attacks can still occur and if one does, you should go to a safe place with a phone and call the local or base police immediately. Or go to a hospital clinic and have the police notified for you. You should not shower, change clothes or straighten up the site where the attack occurred. Call the rape hotline or the Sexual Assault Victim Intervention (SAVI) representative for your command. You may also choose to call a friend to assist you.

As a victim, you are not at fault and should know your rights. You have the right to respect for your privacy and to be treated fairly, be

protected from the accused offender, be notified of and be present at all court proceedings related to the offense, confer with an attorney, seek restitution and have information about conviction, sentencing, imprisonment and release of the offender.

This is one subject I hate to write an article about, but I think it's important for us to protect each other from those deviants who lay in wait for opportunity. Hopefully by reading this and taking the discussed preventative steps, you will take the opportunity away.

I'm not talking just to Sailors; it's a growing crime in society and we need to ensure our entire Navy Team (Sailors, family, civilians) knows how to protect itself.

I recently sent out to the fleet and force master chiefs an outstanding Sexual Assault Awareness Plan designed by 7th Fleet. If you have not seen this or desire a copy, contact those master chiefs so we can get the data to you.

Warriors, I know by using the plan and some common sense, we can significantly reduce the incidence of this crime Navy-wide. The biggest deterrent is knowledge; our team cannot allow these crimes to continue – we are better than that.

Fleet tip: I want to know what you think. What should I write about? Does a Navy policy or program need explanation? Am I just missing the mark? The best feedback comes from the deckplate so I've set up an email address so Sailors can write to me. I just have two rules: (1) no jumping the chain of command on command issues (that's a big one), (2) let's keep the questions to a Navy-wide forum. The address is [cpf.fleetfeedback@navy.mil](mailto:cpf.fleetfeedback@navy.mil) and I'm looking forward to hearing from you.

*The following information is taken from the Navy Sexual Assault GMT lectures and can be used as a sidebar or infographic to accompany this article.*

## Myth vs. Fact

- Myth:** The rapist is usually a stranger.  
**Fact:** Victims usually know their assailant. In nearly 70 percent of sexual assaults on women, the assailant was the boyfriend, marital partner, date, friend, family member or neighbor.
- Myth:** A large percentage of reports of sexual assault are false.  
**Fact:** Less than five percent of alleged rapes are unfounded.
- Myth:** Men do not have to be concerned about sexual assault because it affects only women.  
**Fact:** Men suffer 10 percent of the sexual assaults treated.
- Myth:** Rape can't happen to me.  
**Fact:** Rape is the fastest growing reported crime in America.
- Myth:** Rape happens only to the young and attractive.  
**Fact:** Everyone is a potential victim.
- Myth:** Rape is not a big deal; it is only sex.  
**Fact:** Rape IS a big deal. Sex is between two consenting partners; rape is an act of aggression using sex as a weapon.
- Myth:** No one person alone can rape another person.  
**Fact:** One person alone can rape another person. They may use physical violence, threats or a weapon.
- Myth:** Most rapes are spontaneous; a rapist sees a victim and has to have him/her.  
**Fact:** Most non-acquaintance rapes are planned.
- Myth:** Rapists are usually sexual deviants.  
**Fact:** Most rapists exhibit no signs of being sexually deviant.
- Myth:** Rapists rape because they "need" sex.  
**Fact:** Most rapes do not come out of the

cent of those who rape are either

Commentary

## Fireside Chat

Navy Region Federal Fire Dept.

### You've just lost everything in a fire .... now what ?

**Inspector Victor M. Flint**

Federal Fire Department

Statistics show that everyone will be involved in a fire at one point or another in their lives. So what would you do if you lost everything? The first hours after the fire are the most confusing and filled with anxiety. Most people are not able to think clearly because they have been traumatized by one of the worst events that they will ever experience and certainly never forget. So what do you do?

After the fire is declared out by the fire department, certain actions must be taken to secure property and start the recovery process. So plan ahead. Here are some helpful guidelines to assist you if (when) you are involved with a structure type of fire:

- Do not go back into the structure. Once out .... stay out and stay out of the way. But stick around. Do not leave the scene.
- If you come home to discover that your home was

involved, do not go into the structure without speaking to a fire department official and/or your housing representative. The reason is that the structure may not be stable and the atmosphere in the structure could be deadly from the fumes; also, you do not want to compromise the investigation.

- Work with the fire department investigator to find out what actually happened that caused the fire.
- Contact the American Red Cross and other relief services for some immediate aid and assistance.
- Call your insurance company. Even in government housing, you should have renters' insurance. Important papers and receipts should be secured in a fire resistant box or safe.
- Discard food, beverages and medications exposed to heat and smoke.
- Let others know of your relocation (employer, family, school, etc.).

For more information, contact Inspector Victor M. Flint at the Federal Fire Department at 474-7785.

## Courage under fire



U.S. Navy historical photo

**Doris Miller,  
Mess Attendant Second Class, USN (1919-1943)**

Admiral Chester W. Nimitz presented Miller with the Navy Cross onboard USS Enterprise (CV 6) at Pearl Harbor, on May 27, 1942. The medal was awarded for his heroism onboard USS West Virginia (BB-48) during the Pearl Harbor attack, Dec. 7, 1941. Miller carried wounded Sailors to safety. Then an officer ordered him to the bridge to aid the mortally wounded captain of the ship. He subsequently manned a 50 caliber Browning anti-aircraft machine gun until he ran out of ammunition and was ordered to abandon ship.



U.S. Navy historical photo

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# Fuel cells: Conserve energy and benefit environment

Continued from A-1

The first project, completed in fiscal year '05, tested a proton exchange membrane (PEM) fuel cell as a combined heat and power (CHP) unit that delivered power and heat to a building. It was one of the first CHP applications for a PEM fuel cell in the state and one of 20 across the country, funded by Congress to determine the feasibility of PEM fuel cells in stationary power application.

Power from the fuel cell was pumped into a NAVFAC grid. Waste heat from the fuel cell was recovered and used to heat domestic water used for

showers and clothes washers in a building on Naval Station. A second project also involved PEM fuel cell technology.

Some of the other innovative ideas that Navy Region Hawai'i is currently exploring are photovoltaic projects, solar water heating, lighting retrofit projects, and renewable energy.

Exploring such new technologies is vital. Saito noted, "Power production is very inefficient today. Seventy percent of all energy that goes into making energy is wasted." He said that 30 percent energy production is about the best that can be currently achieved.

"Some of the technology being demonstrated in Hawai'i [such as the fuel cell technology] will also lessen the nation's dependency on overseas petroleum. For Hawai'i, with 100 percent of fuel being shipped into the state, renewable energy projects like the photovoltaic array on Ford Island means we need to ship less and less fuel into the islands. Beyond the economic considerations, this reduces environmental impact as well," Saito explained.

Although we hear the term "fuel cell" frequently, how many of us actually know what it is? A fuel cell is an electrochemical device that is

similar to a battery. Using two electrodes, a positive one (cathode) and a negative one (anode), the fuel cell generates electricity by means of a chemical reaction. The chemical reaction produces electricity.

Every fuel cell has an electrolyte to carry electrically-charged particles from one electrode to the other. A catalyst is used to speed the reactions at the electrodes. Hydrogen is the basic fuel in fuel cells, but the cells also require oxygen.

The purpose of a fuel cell is to produce an electrical current that can be directed out-

side the cell and do work, such as powering an electric motor or illuminating a light bulb. Producing energy by using fuel cells has great appeal because electricity can be generated with little pollution. A large percentage of the hydrogen and oxygen that is used to generate electricity combines to form a harmless byproduct – water.

Saito discussed other benefits of using fuel cells for energy. "Another benefit is the significant reduction in noise. Fuel cells are almost totally quiet; making as much noise as an industrial

floor fan or less," he said.

Projects like the fuel cell demonstration projects are just one step that the Navy is taking as it strives to find new ways to save energy by using new technologies.

"The energy program [Navy Region Hawai'i] strives to be good stewards of the environment and the natural resources needed to accomplish the Navy's mission in Hawai'i. We especially focus on water and energy efficiency and make recommendations to the command on how to reduce waste without negatively impacting worker productivity," said Saito.

## NAVMAG: Cleaning up with Campbell High School JROTC

Continued from A-1

coordinator, the successful cleanup was a direct result of the volunteers' hard work and dedication. Sato thanked the Navy for their participation and said she looks forward to working together on future cleanup projects.

"Everyone working together can make a positive difference in the neighborhood," said Sato.

The Adopt-A-Block program allows interested organizations and community groups to take ownership of roads under the city's jurisdiction to keep them free of litter and other pollutants. Commands who are interested in the Adopt-A-Block Program are encouraged to visit the city's Web site at [www.cleanwater-honolulu.com](http://www.cleanwater-honolulu.com).



U.S. Navy photo by Terri Kojima

TM2 James Martin and a JROTC student from Campbell High School bag litter along North Road in Ewa Beach. NAVMAG Sailors partnered with the school to help clean up Ewa Beach neighborhood hot spots under the city's Adopt-A-Block work project. Demonstrating the Navy's good neighbor policy, the Sailor-student team cleaned the highway that stretches past the school to NAVMAG's access road.

## Chung-Hoon: Strengthening its grip against future encounters

Continued from A-1

viding a U.S. presence overseas as ambassadors, Chung-Hoon will participate in regional engagement, including port visits and community relations projects in Southeast Asia. In support of this mission, Chung-Hoon has added an additional capability of advanced first aid and trauma surgery. With this advanced medical detachment, Chung-Hoon Sailors and Marines also benefit from added wellness programs including nutrition, weight management and

women's health, to name a few.

It is an exciting time for the Sailors and Marines of Chung-Hoon as they adapt to meet the expanding needs of the Navy in combating an asymmetric enemy through traditional and non-traditional means. Performing well in the initial qualifications and certifications this month which are outside the usual path, there is no doubt the Navy picked a highly-qualified crew and outfitted her with the best capabilities to meet and define a new mission area.

### Energy tip

Don't pre-heat your oven, unless the foods, such as breads and cakes, require it. For most foods, pre-heating isn't necessary and represents a waste of energy and money.

# COMMAND IN THE SPOTLIGHT

//KEEPING SHIPS AT SEA SAFE//

Naval Meteorology and Oceanography Command

## METOC

JOINT TYPHOON WARNING CENTER

./command/.

"More than 100 personnel strong, Naval Pacific Meteorology and Oceanography Center/Joint Typhoon Warning Center continues to adapt to new and re-emerging challenges as the U.S. Navy embraces the future."

**Capt. Jose F. H. Atangan**  
Commanding Officer

./history/.

In June 1941, Fleet Weather Central, Pearl Harbor was established by authority of the Commander in Chief, Pacific. Today's Joint Typhoon Warning Center traces its origins to June 1945, when the Typhoon Tracking Center was established on Guam after the Pacific Fleet experienced significant loss of men and ships in the typhoons of December 1944 and June 1945. Working under the auspices of Fleet Weather Central, the Typhoon Tracking Center was one of three Navy and two Air Force units responsible for tropical cyclone reconnaissance and warning in the Pacific from 1945 until 1958.

./function/.

Provide tropical cyclone forecast/weather forecast and warning support for U.S. military and government assets in the Pacific and Indian Oceans as established by Commander, United States Pacific Command.

We provide the following:

1. The same service that the National Hurricane Center provides.
2. The skills necessary to provide optimum ship routing.



Illustration by PH3 (SW) Ben A. Gonzales, FLEET IMAGING CENTER PACIFIC, HAWAII

## Afloat Training Group Middle Pacific trains ships for the future

### Afloat Training Group Middle Pacific Public Affairs

Beginning Jan. 1, the surface Navy embarked on the next generation of shipboard training. With new buzzwords like TORIS (Training Operational Readiness Information System), TFOM (Training Figure of Merit) and SHIPTRAIN (surface force training), the surface Navy is charting a new and revolutionary course in the way they train ships. The Afloat Training Group Middle Pacific (ATG MIDPAC), located on historic Ford Island, is at the tip of the training spear and will be training the first ship, USS O'Kane (DDG 77), under the new training process in March.

"It's exciting to be on the leading edge of this revolutionary training change," said Lt. Pete Brotherton, one of ATG

MIDPAC's training liaison officers. "We are quickly learning the new training process and will be observing other ships in San Diego and the Western Pacific so when we do our first ship we'll be ready," he added.

What does SHIPTRAIN mean for the surface fleet? Through a Web-based program, the surface Navy and, more importantly, each ship's commanding officer now has a tool that identifies specific warfare areas that may need focused training attention. Ships may then either address the training need themselves or request specific training from the ATG. This is a huge change from the old method of relying upon a "shotgun" training approach that spreads training out among all warfare areas regardless of the individual warfare areas needs.

The ability to define and then track weak warfare areas allows the ATG MIDPAC

trainers and the shipboard training teams to focus training resources on warfare areas that are less proficient, rather than spending unnecessary time and money in areas that are already up to speed.

"In the old way of training, we would spend time on teaching all the ways to play football to a pro player, rather than spending time on refining specific techniques," stated Brotherton. Now the type command, immediate superior in chains, ATG and the ship itself can view an intuitive graphic display that depicts the ship's current state of proficiency in every single warfare area. This "dashboard display" will be a key tool in maintaining the ship at the highest possible state of operational readiness. The eventual goal is to trim the current 16 weeks of boilerplate training down to just the focused training, delivered in exactly the amount of

time needed to bring the weak warfare areas back into standards. In other words, the right trainers spend the right amount of time targeting the right warfare areas resulting in efficient use of time and money.

To ensure the SHIPTRAIN process is successful, surface force released a new and improved Surface Force Training Manual, which is the guiding training document for all surface ships in the Navy. Under the adage of "work smarter not harder," the Afloat Training Organization experts spent the last year revalidating, streamlining, deleting, or where necessary, adding training requirements to the Surface Force Training Manual. This complete revision of the training manual allows the Navy's surface fleet to better train, and be prepared for, any operational contingency.

With the ongoing global war on terrorism and in direct support of the Fleet Response Plan, ships must be ready to deploy at a moment's notice. In addition, in today's world of tight budgets and with manpower at a premium, the Navy can ill afford to waste a single dollar or one hour of manpower on redundant or needless shipboard training. With SHIPTRAIN, instead of ships seeing wave after wave of external trainers for weeks on end, they can expect a drastic reduction of needless training visits from organizations such as ATG.

TORIS and TFOM are the databases and tools embedded within the SHIPTRAIN process that allow Sailors on the ships to reduce the waves of external trainers to the minimum trainers required or desired. With TORIS, the shipboard trainers are able to identify current or projected

training shortfalls and then request exactly the training they need to remedy those shortfalls. This self-assessment ability will allow shipboard training teams to sharpen the focus of the training they conduct and decrease the time spent preparing for drills and exercises while decreasing the time needed to actually execute training on any given day.

In today's Navy, the surface fleet, empowered by the SHIPTRAIN process guided by the new Surface Force Training Manual and supported by the afloat training groups around the world is able to train smarter, train faster and become more operationally effective sooner. SHIPTRAIN is the way ahead in surface fleet training and is a powerful enabling process that ensures the United States continues to have the best-trained Sailors in the world.

## Learning about leadership



U.S. Navy photo by JO2 Ryan C. McGinley

Command Master Chief Al Holland, command master chief liaison for the Center for Career Development, explains to Pearl Harbor Sailors about career management for themselves and their junior Sailors during a First Line Leadership Brief held at Sharkey Theater on Wednesday.

## Niece of a USS Utah Sailor visits memorial to honor her uncle

JO2 Devin Wright

Editor

Edwin Odgaard was an electrician's mate aboard USS Utah (AG 16) on Dec. 7, 1941. A Japanese dive-bomber dropped a torpedo into the harbor striking Utah's port side at 8:01 that morning. Many men scrambled to safety as Utah capsized 11 minutes later; Odgaard would not make it out alive.

Nearly 65 years later Ruth Sande visited the site of the attack to pay her respects to Odgaard, her uncle.

"I remember the last time I saw him," said Sande. "I was just a little girl but I remember before he left our house in Iowa he seemed to have a premonition that something bad was going to happen. He didn't want to leave."

Sande also remembers when she first heard of the attack as an 8-year-old girl.

"I'll always remember when we first heard of the attack," she said. "Naturally our thoughts were with him and his safety," she recalled. "Then on Dec. 10, 1941 we got a telegram saying he was lost in the attack. He was the first person to have died in our



U.S. Navy photo by JO2 Devin Wright

Earl Sande visits USS Utah Memorial on Tuesday. Earl is the husband of Ruth Sande, whose uncle died in the Dec. 7, 1941 attack on Pearl Harbor.

county as a result of the war. I've often said that as horrible as the attack was, it was also an exciting time because everyone seemed to be united in a common interest, which was the war effort."

Also on the visit was Sande's husband, Earl Sande who through the years has felt a connection to Odgaard and his passing.

"This visit represents a long time of curiosity," he said. "I've heard so many stories of Ed (Odgaard) that I feel some kinship towards him as well. Now that we are

here it feels overwhelming. It's hard not to get choked up when you think of the bravery and sacrifice these men displayed that day."

On May 27, 1972, Senator Moss of Utah, who had led the fight for approval and construction, dedicated a memorial to the crew of the ill-fated ship. The memorial, sometimes referred to as the forgotten memorial because of restricted access, commemorates the lives of the 58 Sailors who are entombed within.

# Hawai'i Navy News Sports

## Pre-Pro Bowl huddle at Chosin



U.S. Navy photo by JO2 Corwin Colbert  
 Josh Bidwell, punter for the Tampa Bay Buccaneers, signs an autograph for a crew member aboard USS Chosin (CG 65) on Sunday. Bidwell, along with Atlanta Falcons cornerback DeAngelo Hall watched the Super Bowl with crew members on the mess decks.

**Corwin M. Colbert**

*Staff Writer*

Tampa Bay Buccaneer punter pro bowler Josh Bidwell and Atlanta Falcon cornerback pro bowler De Angelo Hall spent Super Bowl Sunday with the crew of USS Chosin(CG 65).

The two football players were given a tour of the ship before the pre-game show.

"We gave the players a tour in numerous spaces including the bridge and the different berthings," said Lt. James Harney, Chosin's operations officer. "They showed enthusiasm and interest in shipboard life."

It was an experience of a lifetime for both players.

"This is my first time on the ship and I had a ball," said Hall.

Bidwell said he was somewhat surprised. "This ship is amazing. It is more complicated than I expected."

Bidwell said his favorite part of the tour was the bridge because he was interested in how the ship was driven. Hall, on the other hand, enjoyed a little action. "The guns, they let me hold the guns!" said Hall.

Returning from the morning watch, Store Keeper 3rd Class Antonio Kurtz, an

Atlanta native, was waiting to see a player from his favorite team.

"When I first heard Hall was coming, I was like 'wow,'" said Kurtz. "I called my friends back at home and they didn't believe me at first. Then they asked if Michael Vick was coming as well. I told them no," he said.

"It was a good gesture for them to choose to come here with us. They could have been at a more comfortable place in Hawai'i," said Kurtz.

However, the players said sharing some hot wings and chips with the crew during the Super Bowl was a small token of appreciation.

"The first comment I received from home when they found out I was coming was to say thanks from them to the Sailors," said Bidwell. "These guys put their life on the line so we can enjoy what we like the most... freedom," he said.

Hall said he agreed 100 percent.

"Being here is big," he said. "I wouldn't be able to be where I am if these guys did not do the things they do," said Hall. "What I do professionally is small compared to what they do professionally."

Comments, opinions or ideas? Write to us at [hnn@honoluluadvertiser.com](mailto:hnn@honoluluadvertiser.com)

**Hawai'i Navy News**

# Navy chaplains offer helpful advice to 'lovestruck' and marriage minded

Karen S. Spangler

Assistant Editor

Love is in the air. With the approach of Valentine's Day, Cupid's arrows will likely find many lovestruck couples with plans to enter the bonds of matrimony.

With more than 50 percent of marriages in the sea services now ending in divorce, the Navy feels that it's important for couples to prepare and know what lies ahead before they march down the aisle to wedded bliss.

Before couples head for the altar, Navy chaplains have some advice to offer that will help to keep the relationship and the marriage healthy and happy.

Navy Lt. Chaplain James Mucha, command chaplain for Naval Health Clinic Hawai'i, provides pre-marital counseling to couples who are ready to take the big step as well as married couples seeking advice. He, with the help of other Navy Region Hawai'i chaplains, organizes, plans and leads a relationship enhancement workshop which is held every three or four months.

Mucha said that the first step for couples who plan to marry should be to meet with their clergyman. As they begin pre-marital counseling with the chaplain, they go through a list that Mucha described as "the seven most faulty reasons for choosing a mate."

"The most prevalent faulty reason for couples deciding to get married is that the decision to get married is made too quickly," said Mucha. The chaplain explained that this frequently applies in the military because people are going to be deployed and they "rush and push everything forward."

A second faulty factor is the decision to marry at too young an age or when the "experience base is too narrow," according to Mucha. "They aren't 'life-experienced' yet, haven't been away from mom and dad long enough, not used to making decisions and haven't been on their own or tested the water," he said.



U.S. Navy photo by JO2 Ryan C. McGinley

Engineman 1st Class (SW) Noah Lanham, stationed aboard USS Rushmore (LSD 47), holds his wife's hands as the ship's chaplain renews their wedding vows on the flight deck of the ship.

Another reason not to rush into marriage is that "one or both persons are too eager," Mucha noted. "I ask them, 'Why is a lifetime decision being made in such a rush?'"

"They have unrealistic expectations," is another factor that can be a red flag. Mucha said that this includes various issues, "anything from the Hollywood picture of a house with a white picket fence to the mindset, 'This is how I did things when I was growing up. My way is the right way.'"

"Is there a right way or wrong way?" he asks the couples who are going through the counseling.

Add to the list personality or behavioral problems. "One or both persons may have unaddressed significant personality or behavioral problems, including mental health issues," he noted. "These things won't change because they get married," he emphasized.

Last but not least, "They might be choosing a mate to please someone else, such as their parents or friends," said Mucha. After the couples have worked through the list of

faults, Mucha points them to the relationship enhancement workshop.

In addition to the faulty reasons for selecting a mate, Mucha described some danger signs in a relationship that could alter the course of wedded bliss. One of these is escalation, including such actions as arguments and confrontations that "blow up" or "character assassination." It's also not a good sign for one or both partners to "shut down," avoiding conflict or discussion about issues.

Invalidation, or putting the other person down – whether blatant or subtle, is also a danger sign. In these scenarios, "nothing's ever good enough," he said.

"By helping couples to identify these danger signs, partners can prevent serious problems from developing in the first place. Also, couples that already see these patterns can prevent their relationship from eroding," Mucha offered.

On a more positive note, Mucha said that there are three things that couples need for a happy marriage.

"Two happy people – each partner has to be happy. A relationship is not the answer to life's problems," he noted. "Family backgrounds need to be healthy," he added.

The third necessary ingredient is "good relationship skills and tools," continued Mucha. He explained that couples can obtain the skills and tools through the relationship enhancement workshop, role models in life, resources such as books, and one-on-one counseling with clergymen or professionals. "Willingness to change is the bottom line," he stressed.

Emphasizing that good communication is key to having a happy marriage, Mucha explained that the relationship workshop provides skills (tools) and "ground rules" for fair fighting. Time out, speaker/listener technique, and problem solving form the basis for the ground rules. "These skills equip couples for communicating and resolving conflict more effectively," he added.

During the workshop, couples also learn how to "preserve the good times." In using this strategy, couples agree to meet once each week to talk about issues. "They're able to separate problem discussions from date night or times when they are doing things together. You preserve the good times by separating issues from events. Decide you're not going to discuss certain things during the time you're having fun," advised Mucha.

The workshop is also a time for couples to learn about the "heart of contentment." Mucha observed that there are two sides to commitment – a commitment of personal dedication and a commitment from constraints. Such constraints involve staying "committed" to the marriage for other reasons, including concerns about social pressures, moral factors, financial (can they make it financially on their own), children (how it will affect the children), the process of and cost of obtaining a divorce, and a poorer quality of life.

"A person who is committed out of personal dedication is in this [marriage] because 'I'm dedicated to you,

I love you. This is what's best for us," Mucha pointed out.

"Commitment doesn't happen automatically. It's a full-time job," he emphasized. "When a couple is in a relationship out of dedication to it, it refers to the desire of the individuals to maintain and improve the quality of the relationship for the benefit of both partners," he continued.

"It's not a one-time 'I do' – it's a constant renewal, times of rededicating and recommitting," Mucha iterated.

Although there are many reasons that are used for the failure of marriages – infidelity, separations due to deployments, financial problems, etc. – it basically all comes down to one thing. "The root of it is selfishness. The person is becoming too self-centered, no longer thinking of what is best for the relationship or the marriage," he said.

But with the help of the Navy's chaplains and the resources they offer, couples who want to take the big step as well as married couples can ensure that Cupid's arrows stay at the heart of the matter – the happiness of their relationship and marriage.

"Once you have won them [your partner in the relationship] over, why not continue?" suggested Mucha. "Remember the line from the Streisand song, 'You Don't Bring Me Flowers Anymore.' Why not say, 'Why don't you still bring me flowers?'"

The Chaplain's Religious Enrichment Development Operation (CREDO) offers a 48-hour marriage enrichment retreat. For more information or to make reservations, call 257-1919.

The next Relationship Enhancement Workshop is scheduled from 8 a.m.-4 p.m. April 28 at Makalapa Health Clinic, classroom A at Naval Station Pearl Harbor. The workshop is for any couple (engaged or married), active duty, dependents, reserves, retired, DoD and civilians with base access. For reservations or more information, call the chaplains' office at 473-3971 or 474-0132.

# Hawai'i Navy News Around the Fleet

## USS John C. Stennis (CVN 74) returns to San Diego

JO2 Christopher Gethings

USS John C. Stennis (CVN 74)  
Public Affairs

The crew of USS John C. Stennis (CVN 74) is scheduled to briefly return to San Diego on Feb. 4 for the first time since Stennis underwent a homeport change to Bremerton, Wash. in January 2005.

Stennis will pull into Naval Base Coronado, Calif. for a two-day port visit and pick up the crew and equipment of Carrier Air Wing (CVW) 9, Stennis' newly-assigned airwing. Shortly after leaving port, Carrier Air Wing 9 will begin flying aircraft aboard for a one-week underway testing and qualification period, where Stennis' flight-deck operability is top priority.

"We still have shipmates with family and friends in San Diego," said Stennis' commanding officer, Capt. David Buss, whose wife and son live in San Diego. "In essence, our visits in the coming months will be like homecomings for some of us. For the shipmates who haven't been on the ship that long, it will give them a chance to experience pulling into another port and visiting a new place."

Stennis' crew is just half the force behind the nuclear aircraft carrier. They also embark a carrier air wing, containing numerous aircraft squadrons during operations. Naval Base Coronado serves as the meeting point for Stennis and non-embarked air wing crew members.

For a lot of crew members who were aboard Stennis before the homeport change to Bremerton, the return to San Diego is going to be a pleasant return.

"I loved being stationed in San Diego," said Operations Specialist 2nd Class Chris Powell, operations department. Even though I really like our new homeport in



U.S. Navy photo by SK1 Rebecca C. Sherrouse

The Nimitz-class aircraft carrier USS John C. Stennis (CVN 74) enters the Puget Sound near Seattle Wash. as she departs her homeport at Naval Base Kitsap en route to the Southern California operating area. Stennis recently completed an 11-month overhaul at the Puget Sound Naval Shipyard.

Washington, I still miss San Diego."

"I can't wait to pull in so I can see all of my old friends," said Powell who is originally from Southern California and has been aboard Stennis since 2001. "I'll probably visit my family and friends and hit a couple downtown clubs if the weather is nice."

Stennis spent nearly five years homeported in San Diego after

moving from Norfolk, Va. in 2000.

"I personally miss the weather in San Diego," said Seaman Lisa Hernandez from Stennis' deck department. "I also really miss the countless beaches Southern California has to offer."

Hernandez, a Houston native, said she's going to spend a lot of time taking advantage of the many shopping opportunities San Diego

has to offer.

"We're a lot closer to a big downtown area in Coronado so shopping is much more convenient," added Hernandez who has been aboard Stennis since 2004.

Since Stennis has completed a successful nine-month docked planned incremental availability (DPIA) period, she has been underway three times. This will be the

first time Stennis has performed at-sea operations with its new air wing.

"Coming out of this DPIA period, we are arguably the most capable carrier in the Navy because of the many upgrades we received," said Buss. "We'll be visiting San Diego a lot in the coming months to onload both people and equipment so we can train together at sea."

**STORY IDEAS? Email: [hnn@honoluluadvertiser.com](mailto:hnn@honoluluadvertiser.com) Navy News**