



Straightaway to NASCAR
Sailor sees life-long dream on the road ahead
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A taste of freedom
Families celebrate our nation's day of independence.
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First of new Navy PPV homes unveiled

Karen S. Spangler
Assistant Editor

The first of the Navy's new homes on Oahu constructed under public-private venture (PPV) were unveiled at a lei untying and blessing ceremony Wednesday at McGrew Point family housing.

The ceremony marked the first increment of homes completed as part of phase one of PPV in Hawai'i, and represented a significant step in enhancing quality of life for Navy Sailors and their families.

"Today marks the opening of the first of 23 new homes here in McGrew Point that will be completed by the end of August. We also look forward to opening 72 new homes in Radford Terrace by end of September, 106 homes in Halsey Terrace by March 2006," remarked Rear Adm. Michael Vitale, commander, Navy Region Hawai'i and commander, Naval Surface Group Middle Pacific.

Vitale talked about the importance of providing quality housing as a factor in retaining service members. "High quality and affordable housing is one of the most important factors in the retention of our military personnel. And since the readiness of our naval force depends on retaining the high-quality, experienced personnel we now have in the military, meeting our Sailor's housing wants and needs has become a high priority," explained Vitale. Groundbreaking for construction of

the new homes at McGrew Point was held just over one year ago. New homes in the three neighborhoods under construction have been built with increased square footage in comparison to homes in the Navy's current inventory and range from a minimum of 1,700 square feet, three bedrooms up to 2,585 square feet and five bedrooms.

The spacious floor plans include large kitchens with center islands, state-of-the-art appliances and Corian countertops. The homes also feature separate laundry rooms, large master suites with walk-in closets, two-car garages and outdoor storage, and enhanced outdoor living areas with porches and lanais.

Central air conditioning ups the comfort factor for today's Navy families and alarm systems add increased security.

Thomas Henneberry, president of Hawaii Military Communities, LLC, told those who were gathered to celebrate the event, "This is a very small part - to give back and say thanks to those who are in harm's way. It's all about families," he added.

Members of Hawai'i's Congressional delegation were instrumental in moving legislation forward and supporting public-private venture for the military community.

"This is being done to raise the quality of life for our military families. They deserve the best and they will have the best," remarked Honorable U.S. Senator Daniel Akaka.

According to Honorable U.S. Representative Neil Abercrombie, "This is a long-term, cross-generational project. Not only will we provide quality housing to our military families, but there will be an infusion of \$17 billion into the Hawai'i economy."

Honorable U.S. Representative Ed Case talked about the importance of taking care of the needs of the military serving in Hawai'i and their families and improving their quality of life. "We have made considerable strides in meeting their housing needs," he noted, referring to the new PPV homes and emphasized that the effort would continue.

"I want to thank the U.S. Navy for what they do for our community, enhancing our quality of life and ensuring that our residents and safe and protected. This is a day to say mahalo and support this public-private venture," Honolulu Mayor Mufi Hannemann told the audience.

"Our Congressional delegates have worked hard day and night to be sure that we have a strong military presence. We will work to ensure that our military always feels welcome here in Hawai'i," he said.

"Today's ceremony represents more than just the ribbon cutting for a new house. It represents our commitment to providing quality homes for our Sailors and their families," emphasized Vitale.

He thanked Hawai'i Military Communities, the Navy's PPV partner.

"We are able to deliver these high quality homes with the help of our PPV partner, Hawai'i Military Communities, who will manage our Navy homes here on Oahu over the next 50 years," noted Vitale. "C.S. Jordan Construction are world-class master planners, architects and construction managers and Forest City Residential has done an incredible job of the property management and taking care of our Navy families in its first year of operation," he added.

"Your work will have a positive impact on the lives of thousands of American Sailors and their families for decades to come," he said.

The \$400 million phase one of PPV represents the Navy's commitment to providing quality of life for Navy Sailors and their families. It allows the Navy to replace its inadequate housing inventory at a much faster pace and for much less money than would be required under MILCON, the old way of doing business.

Navy officials see PPV as a "win-win" situation for everyone - greatly enhancing the quality of life for Sailors and their families, replacing the Navy's deteriorating homes at a much faster rate, and pumping millions of dollars into the local economy.

Phase one of PPV includes 1,952 homes in five neighborhoods: Halsey Terrace, Hokulani, Moanalua Terrace, Radford Terrace and McGrew Point. That

▼ See MCGREW POINT, A-8

Hawai'i Navy News Briefs

TSP 'open season' is history

The restrictions of having only two open seasons each year for civilian and military members to sign up to stop, resume, or change their Thrift Savings Plan contributions has ended. Public Law 108-469, went into effect July 1, eliminating restrictions on contribution elections that have always been tied to TSP open seasons.

The elimination of open seasons gives individuals more flexibility in managing their TSP contribution amounts depending on their personal situations. Civilians can now make 26 or 27 TSP contribution elections per year (based on pay periods) and military personnel 24 per year. Also, contribution elections submitted on or after July 1 will be effective at the beginning of the pay period following the one in which the election is submitted. More information on the Thrift Savings Plan is available at <http://www.tsp.gov/>.

Year-long road repairs

State Department of Transportation (HDOT) is repairing the east bound bridge on Kamehameha Highway between the Arizona Memorial and Borcher's/Halawa Gates.

HDOT has built a temporary two-lane bridge to reroute traffic during the duration of the 12 month project.

Kam Highway currently has three lanes of traffic in the town direction.

HDOT plans to shift traffic onto the temporary bridge July 12. HDOT agreed to delay the shift until after the Commander Pacific Fleet change of command.

There is a potential for prolonged traffic problems caused by overflow of the left turn lane into Makalapa as well as overflow from right turn lane into Halawa gate by commercial traffic during morning rush. This could result in very heavy traffic congestion.

Pedestrian traffic will not be permitted on the temporary bridge or on the bridge under construction. Pedestrian traffic must use the sidewalk on the Diamond Head side.

USS Peleliu arrives at Pearl Harbor



U.S. Navy photo by PH2 (AC) David Difuntorum

Children watch as USS Peleliu (LHA 5) arrives at Pearl Harbor, June 30. Along with a port visit, Peleliu will be doing an Opportune Lift. They will be transporting approximately 100 cars from Hawai'i to San Diego. Peleliu, homeported in San Diego, wrapped up an amphibious training exercise June 29.

U.S. Pacific Fleet to get new commander

U.S. Pacific Fleet Public Affairs

The former deputy commander of the U.S. Pacific Command will assume the role of Commander, U.S. Pacific Fleet, today in a change of command ceremony at Ford Island's Battleship Missouri Memorial.

Adm. Gary Roughead will take the reins of the Navy's largest area of responsibility from Adm. Walter F. Doran, who will retire from the Navy after 38 years of service.

The change of command is the formal transfer of responsibility from one leader to another. This event will be a traditional one, conducted in a unique military location in the shadow of the Battleship Missouri Memorial with the USS Arizona Memorial as a backdrop.

The mission of the U.S. Pacific Fleet is to support the U.S. Pacific Command's theater strategy and to provide interoperable, trained and combat-ready naval forces to the Pacific Command and other U.S. unified commanders. The Pacific Fleet is the naval component that keeps sea lanes open, deters aggression, provides regional stability, and supports humanitarian relief activities.

The Pacific Fleet's responsibility extends over half the earth's surface, covering more than 100 million square miles. Each day, Pacific Fleet ships are at sea in the Pacific, Indian and Arctic oceans, from the U.S. west coast to the Arabian Gulf. The fleet is made up of approximately 200 ships and 1,400 aircraft and more than 190,00 Sailors, Marines and civilians.

Fallen Pearl Harbor SEALs identified

Department of Defense

The Department of Defense has announced the death of eight Soldiers and eight Sailors who were supporting Operation Enduring Freedom.

A transport helicopter sent in on a rescue mission was shot down Tuesday, killing all 16 U.S. servicemen aboard.

Sailors killed were:

- Chief Petty Officer Jacques J. Fontan, 36, of New Orleans, La.
- Senior Chief Petty Officer Daniel R. Healy, 36, of Exeter, N.H.
- Lt. Cmdr. Erik S. Kristensen, 33, of San Diego, Calif.
- Petty Officer 1st Class Jeffrey A. Lucas, 33, of Corbett, Ore.
- Lt. Michael M. McGreevy, Jr., 30, of Portville, N.Y.
- Petty Officer 2nd Class James Suh, 28, of Deerfield Beach, Fla.
- Petty Officer 2nd Class Eric S. Patton, 22, of Boulder City, Nev.
- Petty Officer 1st Class Jeffrey S. Taylor,

30, of Midway, W.Va.

Healy, Patton and Suh were assigned to SEAL Delivery Vehicle Team One, Pearl Harbor, Hawai'i. Fontan, Kristensen, Lucas, McGreevy and Taylor were assigned to SEAL Team Ten, Virginia Beach, Va.

Soldiers killed were:

- Staff Sgt. Shamus O. Goare, 29, of Danville, Ohio.
- Chief Warrant Officer Corey J. Goodnature, 35, of Clarks Grove, Minn.
- Sgt. Kip A. Jacoby, 21, of Pompano Beach, Fla.
- Sgt. 1st Class Marcus V. Muralles, 33, of Shelbyville, Ind.
- Master Sgt. James W. Ponder III, 36, of Franklin, Tenn.
- Maj. Stephen C. Reich, 34, of Washington Depot, Conn.
- Sgt. 1st Class Michael L. Russell, 31, of Stafford, Va.
- Chief Warrant Officer Chris J. Scherkenbach, 40, of Jacksonville, Fla.
- Goare, Goodnature, Jacoby, Muralles, Reich, Russell, and Scherkenbach were assigned to the Army's 3rd Battalion, 160th Special Operations Aviation Regiment (Airborne), Hunter Army Air Field, Ga.

Two of the SEALs were found July 6. Petty Officer 2nd Class Danny P. Dietz, 25, of Littleton, Colo. Dietz was assigned to SEAL Delivery Vehicle Team Two, Virginia Beach, Va.

Lt. Michael P. Murphy, 29, of Patchogue, N.Y. Murphy was assigned to SEAL Delivery Vehicle Team One, Pearl Harbor, Hawai'i. Coalition forces located the service members while conducting a combat search and rescue operation July 4 in Kunar Province. Both Sailors' whereabouts had been unknown since June 28.

"Our SEALs and Army aircrew members, who died in Afghanistan, bravely and unselfishly answered the nation's call to defend freedom and protect America and it's allies from terrorism," said Rear Adm. Joseph Maguire, commander, Naval Special Forces Command. "Our thoughts and prayers go out to their families at this difficult time. On behalf of the entire naval special warfare and special operations communities, we want them to know that their loved ones did not die in vain. The loss of these brave warriors will only strengthen our resolve for ultimate victory in the war on terror."

A memorial service is scheduled for 10 a.m. on July 11, at the National Memorial Cemetery of the Pacific to honor the members of SEAL Delivery Vehicle Team ONE.

Murphy hands over Squadron Seven

Story and photo by

JO2 Corwin Colbert

COMSUBPAC Public Affairs

Capt. Dennis Murphy, who saw all five of his submarines earn retention excellence awards during his tour commanding Submarine Squadron Seven, relinquished command July 1 to Capt. Barry Bruner.

The ceremony took place aboard USS Tucson (SSN 770) where Murphy previously served as commanding officer in 1983.

The San Francisco native said that throughout his 24 years of service the squadron staff has always focused on the mission.

Murphy, a 1981 U.S. Naval Academy graduate, is retiring after 24 years of naval service and has served on four submarines and a variety of shore commands including as the aide to the Chief of Naval Operations and on the staff of Navy's Office of Legislative Affairs.

"My first submarine was in this squadron and then I came back to serve here for my command tour. Squadron Seven has managed to maintain the highest quality staff and keep their focus on helping the submarines accomplishing their missions," said Murphy.

Guest speaker, Rear Adm. John Donnelly, deputy commander and chief of staff, U.S. Pacific Fleet, congratulated Murphy for an outstanding tour and great leadership.

"Dennis' visionary leadership and the training that he and his staff gave the crews in Squadron Seven were the key enablers for their success," said Donnelly. "He has been a remarkably successful leader throughout his career. Those traits have made him a highly successful commodore."

"He did one heck of a job as commander, Submarine Squadron (COMSUBRON) Seven and having his change of command here in Hawai'i where it all started on Dennis' first submarine, USS San Francisco, over 20 years ago seems a fitting way to cap off an extraordinarily successful career," said Donnelly.

After reminiscing on some of the accomplishments of the squadron under Murphy's command, Commander Submarine Force, U.S. Pacific Fleet, Rear Adm. Jeffrey Cassias presented Murphy with the Legion of Merit award.

"During Dennis' tenure, his squadron has deployed all five of its submarines to the western Pacific with superb results in every case," said Donnelly. "I should know, I was the operational commander and was Dennis' customer on the receiving end in



Capt. Dennis Murphy relinquished command of Submarine Squadron Seven to Capt. Barry Bruner during a change of command ceremony held aboard USS Tucson (SSN 770) on July 1.

the Seventh Fleet."

"The rigorous deployment certification scenarios that Dennis developed and implemented ensured that all of his submarines were well prepared for the challenges that they would face during their deployments," said Donnelly.

While in command of the squadron Murphy helped improve retention and reduce attrition for the squadron's first term Sailors. He said it is the people that make a difference.

"The best part of leading an organization with top quality people is that you don't have to work very hard," said Murphy. "Every time I went to sea, I was impressed by the professionalism and commitment of our submarine Sailors."

Bruner said he is enthusiastic about his new command and thanked everyone for making his transition to Pearl Harbor smooth.

Bruner's sea tours were on four submarines including command of USS Florida (SSN 750). His previous assignment was as executive assistant to the assistant to the chairman of the Joint Chiefs of Staff.

PMRF assists in monk seal rescue effort

JO2 (SW/AW) Johnny Michael

PMRF Public Affairs

Two U.S. Navy rigid hull inflatable boats (RHIBs) carried a team of officials from the National Oceanic and Atmospheric Administration (NOAA) and Pacific Missile Range Facility (PMRF) to the remote beach of Milolii July 2 where they successfully located an injured Hawaiian monk seal.

NOAA officials acted on reports of a seal that had been beached for an unknown amount of time at the beach which is nestled below the cliffs of Kauai's Na Pali coast. Kayakers in the area reported the seal, which appeared to have been entangled around the neck with a fishing line or other constricting device.

Once confirmed Friday, a joint response was initiated by NOAA Fisheries Service and the Pacific Islands Fisheries Science Center. A team of trained specialists from the Marine Mammal Research Program was mobilized and support inquiries were dispatched by NOAA to locate transportation for this 'emergency response seal team.'

"When it became apparent that private resources could not be located to mount a timely response, NOAA called us to see if we could help," said John Burger, PMRF environmental coordinator.

After Capt. Jeff Connelly, commanding officer of PMRF, approved the request, it was brought ultimately to the Commander, Navy Region Hawai'i, Rear Adm. Michael Vitale, who was quoted as responding, "Make it happen."

Within a little over two hours, the coordination between PMRF internal offices and the region office located at Pearl Harbor, Hawai'i was complete, resulting in two sea powered target, or SEPTAR, boats ready to launch at 8:30 a.m. Saturday. The two 27-foot boats were manned by six Navy Sailors under the direction of Chief Petty Officer Doug Houston. The 'emergency response seal team' consisted of six more people, including Burger and representatives from NOAA and the Department of Land and Natural Resources.

Due to the depth and sea conditions, the team members swam into Milolii with dry bags for the gear. Jason Baker and Charles Littnan of the Marine Mammal Research Program at NOAA performed the initial reconnaissance, locating the injured seal. The rest of the team swam ashore to assess the situation.

It became apparent that what had appeared to be, even at close range, a constriction around the neck was in fact a deep scar.

"It is visually apparent that there is no evidence of entanglement or any embedded line in the lower neck region, or apparent damage to the vital structures in that area," said the attending veterinarian, Dr. Bob Braun.

According to Braun, this four-year-old female also exhibited major abdominal scarring which



U.S. Navy photo

An injured monk seal is beached on the remote island of Milolii. Officials from NOAA and PMRF assisted the seal July 2.

was still healing and a fully healed shoulder scar.

The decision was made not to restrain or sedate her since, as Braun observed, "There is the possibility that she may be pregnant."

According to Burger, this adventure ended with positive results, despite the fact that the seal was no longer in need of disentanglement or medical attention.

"Well, even though nothing could be done for this seal, the public can be assured that she was in good hands - another lesson learned in the dangers of marine mammal entanglements," said Burger. "Fortunately, this one had a relatively happy ending."

The number of cases of injured monk seal beachings on Kauai are relatively low. According to the NOAA web site detailing the animal, the majority of monk seals actually live hundreds of miles to the north in the French Frigate Islands. Therefore, when seals like the one found today are reported, it becomes a priority issue for local authorities to investigate and assist if necessary.

"It sometimes happens like it did today where we get reports of hurt seals that turn out inaccurate," said Burger. "But we have to presume the worst and engage immediately since the population of this animal is so low."

Designated as endangered under the Endangered Species Act of 1976, according to NOAA only 1,400 of the animals remain. Of the three monk seal populations, Caribbean, Hawaiian and Mediterranean, however, the Hawaiian have fared the best. The Caribbean was officially recognized as extinct in 1996 and the Mediterranean variety is currently counted as low as 500.

These seals allegedly received their designation as 'monk' due to their tendency to lead a solitary life. Another name, adopted by the local Hawaiian population, is 'the dog that runs in the sea,' or in the native tongue, 'ilio-holo-kai.'

Hawai'i Navy News Editorial

Illegal guns and liberty; nothing good will come

FLTCM(AW/SW) Jon R. Thompson

Did you ever hear the phrase, "Nothing good can come from this?" In most cases, this phrase is used as a prediction about things to come. In life, you don't always need a crystal ball to predict the future. Many things are predictable. Some things, when combined, create a formula for disaster.

I'd like to share with you something I read in message traffic lately that concerned me a great deal. I see every SITREP and OPREP in the fleet and when I see one like what I'm about to share, I can't help but wonder what the Sailors were thinking:

"(Ship) Received call from Norfolk police regarding incident involving E-3, E-4 and E-3 possession of concealed weapons. Sailors were pulled over (location). Sailor 1 (E-3) was found with registered 9mm, issued citation, and was returned to the ship. Sailor 2 (E-4) was found with concealed weapon (second offense), taken into custody. Sailor 3 (E-3) was found with two concealed weapons (two offenses), one with removed serial number, was taken into custody."

If the place you intend to go on liberty is so dangerous that you feel the need to carry a gun, my advice would be to find different places to go.

Unless you're hunting, your guns need to be left at home. When I say "home" that means off any military base. Federal rules restrict you



FLTCM(AW/SW)
Jon R. Thompson

from bringing a weapon onto any base.

I can see no good reason why a Sailor would need a weapon while on liberty. At best, you get arrested like the above Sailors. At worst, you end up involved in a situation where you may actually use the gun(s) and either get shot or shoot someone else. Neither are acceptable outcomes.

So there you have it, combine liberty and a gun and you have a formula for disaster. Now, before you think I'm guilty of not supporting the right to bear arms, let me clarify my position. I'm not trying to argue a constitutional right. However, as a fleet master chief, I'm in a position where I have an obligation to provide advice about how to conduct oneself on liberty, whether in the U.S. or overseas. At no time in my career have I seen a case where a Sailor packing a concealed weapon came out on the better side of the law. Whether you have a permit for a concealed weapon or not, guns and liberty do not mix. As I said earlier, nothing good can come from doing so.

Everywhere I go, you tell me you desire to be treated like adults and that leadership should trust you. This is especially true of our most junior Sailors. I agree. I agree that you should be treated as adults. I agree that the default

action should be to trust you. The only time I ever start doubting that logic is when I read things like this report. Trust goes both ways.

If every Sailor went on liberty and conducted him or herself in a manner that brought credit upon our Navy, I would have nothing to worry about. Unfortunately, some of your shipmates occasionally erode that trust and confidence. The 'cause and effect' of this is that we leaders sometimes need to be more vocal about what's right and wrong, even if it means overstating the obvious. Granted, when you say it out loud, it almost sounds silly to have to say don't carry a gun on liberty. Is it really necessary? Unfortunately, I believe it is.

Why do I care so much? Here's the deal: If a Sailor is willing to disobey the law, what else is this Sailor willing to disobey? What Navy regulations or orders is he or she willing to ignore or disregard?

Life is about choices. In the Navy, leadership is tasked with ensuring every Sailor is armed with the necessary information to make sound choices, both at work and at home. Whether you make those sound choices is completely up to you; that's the treating you like an adult part. But choices have consequences, for you and for others.

Life is full of rules and regulations. When you serve in the Navy, you enter into an agreement with the Navy that basically says you agree to conduct yourself in a manner that will continue to uphold our longstand-

ing reputation as a service of professionals. No one said living up to that agreement would be easy. I think, depending on your upbringing, some of you may find this easier than others.

In my experience, peer pressure can be difficult to manage. Depending on who your friends are, and who influences your decisions, you may want to ask yourself some tough questions: What are their motives? Are they encouraging you to success or failure? Do they care about you and your career? Do they care about themselves and their career? Do they share your values and your goals? If you're coming up with blanks (or bad answers) on these questions, I would suggest you rethink whom you hang around with. Finding new friends isn't always easy, but following old friends down the wrong path can lead to problems that are extremely difficult to fix.

Shipmates, we need to do everything we can to keep each other safe, on and off duty. It's bad enough one Sailor might choose to do something that could harm someone. It's twice as bad if that Sailor makes that choice, and then convinces one or more other Sailors to do the same. We all need to realize we hold the key to our success. Sometimes saying no is a very good thing, even if it means parting company with a former friend. The choice is yours, and I'm expecting each and every one of you makes the right choice.

Pacific Fleet transforms: Asia-Pacific region more strategic

Pacific Fleet Public Affairs

The Asia-Pacific region is more important today than it has ever been for the United States, and in this maritime focused arena, the U.S. Navy's Pacific Fleet has evolved to meet the many new demands of the 21st century.

When most people think of the Navy, they envision ships at sea, jets roaring off a carrier's flight deck or submarines gliding stealthily through the depths. In fact, the U.S. Navy has maintained a traditional naval force in the Western Pacific for more than 170 years.

While such traditional naval forces remain key today, another important part of the Navy is the command structure, in this case the Pacific Fleet headquarters, situated in Hawai'i just as it has been since before the start of World War II.

Today's Pacific Fleet HQ has transformed and is much changed from the staff that existed just a few short years ago.

Some of these changes for the 21st century include: staff realignment to support new ways of deploying and operating the most capable of forces in the maritime domain; the incorporation of new information technologies that allow for greater accuracy in critical decision making and command situations; and a shift in the staff focus from traditional force provider functions to that of a four-star level operational staff to meet the requirements of the modern international security environment. Each of these changes impacts the 190,259 active duty, reserve and civilian personnel assigned throughout the Pacific Fleet in the drive to better meet our country's security requirements in this vital region and to ensure economic, political and social stability that is a result of a strong Navy presence in the Western Pacific.

Mission

Since Sept. 11, 2001, one of the fleet's primary operational missions has been fighting and supporting the global war on terrorism. At the same time, the mission of dissuading and deterring potential regional threats from traditional and trans-national threats alike has continued to grow.

Increased Navy visibility in the Western Pacific as a means to accomplish these missions has become para-



U.S. Navy photo by PH3 James R. McGury

Nimitz Class aircraft carrier USS Abraham Lincoln (CVN 72) conducts a passing exercise with the Japanese Maritime Self Defense force vessels, JDS Akebono (DDG 109), JDS Makinami (DDG 112) and JDS Myoko (DDG 175). The Arleigh Burke-class guided missile destroyers USS Benfold (DDG 65) and USS Shoup (DDG 86), along with the Ticonderoga-class guided missile cruiser USS Shiloh (CG 67) and Military Sealift Command fast combat support ship USNS Rainier (T-AOE 7), also participated in the exercise. Lincoln is currently at sea conducting readiness training in support of the Navy's Fleet Response Plan.

mount. Now, the preponderance of Pacific Fleet ships no longer deploy across the Pacific and Indian oceans into the Arabian Gulf. Their training and deployments instead focus on the United States' most difficult potential maritime war-fighting scenarios within the theater, and on ways to work with allies, friends and partners to counter threats of shared concern in the Western Pacific and Indian Ocean.

Some might ask why this area is so critical now.

The 52 million square miles of water surrounding Asia are filled with navigational choke points and sea lines of communication. More than half of Asia's oil is imported from the Middle East and must pass through the narrow Strait of Malacca before reaching its destination. Japan imports all its oil, and China saw its oil imports rise 31 percent in 2004. By 2010, Asia will import fully 74 percent of its oil -- all by sea. For America, it is vital that an area from which 50 percent of the world's economy is derived, and in which 60 percent of its population resides, remains stable and prosperous. Any other scenario could mean economic and political chaos.

But Asia also is important to the United States for a reason that transcends economics and touches the very core of America's people -- Americans

have a shared emotional stake in Asia's future.

Three times in the last century, America fought wars there, and in the process lost 200,000 of its sons and daughters -- lives added to the millions of Asians who perished in those conflicts. Furthermore, there are over nine million Americans of Asian descent living in the United States today. They are citizens who help define the United States and give it an even greater heartfelt reason to want the best for Asia and its people.

In today's global war on terrorism, Asia is at center stage because mounting successes by coalition forces in Afghanistan have led to increased activity by terrorist groups in other areas. With these successes high in the Hindu Kush, the terrorist activities have flowed downslope like water on a mountainside into Southeast Asia. This development has led to many high-visibility outbreaks, including the bombing in Bali, kidnappings, and the arrest of Al-Qaeda operatives in Singapore.

"That is why I believe maritime security is one of the most critical missions we will face in the 21st century," said Adm. Walter F. Doran, commander of the U.S. Pacific Fleet during the Singapore Shangri-la Dialogue in June 2004. "To accomplish this mission, we

need a far-reaching program that can provide a means where like-minded nations can join to counter maritime activities that threaten the stability of our region, such as transnational terrorism, proliferation, the transfer and sale of illicit narcotics, trafficking in humans and piracy."

One such initiative is Regional Maritime Security Cooperation, or RMSC. The goal of the growing RMSC partnership is to improve border security and cue effective threat responses by increasing information sharing, enhancing capabilities and leveraging capacities to identify, monitor and intercept transnational maritime threats.

RMSC dominated talks during November 2004's Western Pacific Naval Symposium (WPNS), an 18-nation group that aims to increase cooperation among navies in the region by providing a forum for discussion.

"It is clear that WPNS nations see value in RMSC as a vehicle to improved regional security," Doran said. "Coordinated Strait of Malacca patrols by Singapore, Indonesia and Malaysia began earlier in the year, and they continue to be a catalyst for RMSC processes and development."

Other nations are also cooperating in an area that has traditionally been without such multi-national efforts. India and Thailand have announced a number of combined initiatives, and during the recent tsunami disaster response, we saw the reality of what can be accomplished with cooperative maritime efforts.

Momentum from the WPNS continued to build with the 2005 iteration of the annual bilateral series of exercises called SEACAT, or Southeast Asia Cooperation Against Terrorism, and CARAT, Cooperation Afloat Readiness and Training.

The May 2005 SEACAT exercise involved the tracking and boarding of simulated rogue merchant ships with participants from the navies of the Philippines, Malaysia, Thailand, Singapore and Indonesia. This year's CARAT series began in May and runs through August with naval forces from Singapore, Malaysia, Thailand, Brunei, Indonesia and the Philippines. The individual exercise phases generally focus on training to improve military readiness and interoperability with each CARAT partner in a variety of missions, and use a range of new

technologies for closer coordination and information sharing.

Habitual relationships

One tenet that remains unchanged throughout the duration of the Navy's presence in the Western Pacific is the importance of longstanding, habitual relationships between naval professionals as the basis for a peaceful and cooperative existence in the region.

A key difference that sets the Asia-Pacific theater apart from Europe is that there is no Asian or Pacific NATO that collectively safeguards the freedom and security of its member countries. Everything is based on long-standing bilateral relations and the person-to-person contacts that develop over time.

Whether sharing information with partners to ensure safe, open seelanes, exercising with long-time allies, or living and working side-by-side with our hosts of the forward deployed naval forces in Japan, the Pacific Fleet remains committed to maintaining a positive presence in the region.

Building long-term, habitual relationships with leaders and counterparts of other navies in the Western Pacific and Indian Ocean stabilizes the region and allows immediate response in times of crisis, as was seen with the relief effort following December's tsunami, and with building stronger security arrangements to combat terrorism. Such relationships though don't just develop overnight. They take many years of repeated contact and nurturing, backed by an ongoing and persistent naval presence in the region, according to Doran.

In the tsunami case as an example, Doran could freely communicate with the heads of the navies in Indonesia, Malaysia, Thailand, Singapore, and India. His longstanding relationships allowed for operational procedures to be worked out quickly to enable humanitarian efforts to proceed.

Such relationships also mean that each country's fleet operations will be more readily understood and transparent so as to not cause concern. In one recent example, Doran contacted the Indian chief of naval staff, Adm. Arun Prakash, after the tsunami to let him know a U.S. carrier strike group would be operating in the Indian Ocean to provide relief to Aceh so Indian forces also operating in the area would not be

▼ See TRANSFORMATION, A-4

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Phone: (808) 473-2888

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Hawai'i Navy News

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Technical Adviser - Joe Novotny
Layout/Design - Tony Verceluz

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Department of the Navy announces the death of retired Vice Adm. James B. Stockdale

Special release from the Department of the Navy

Retired Vice Adm. James B. Stockdale, Medal of Honor recipient, former Vietnam prisoner of war (POW), naval aviator and test pilot, academic, and American hero, died July 5 at his home in Coronado, Calif. He was 81 years old and had been battling Alzheimer's disease.

Born Dec. 23, 1923 in Abingdon, Ill. and a graduate of the U.S. Naval Academy Class of 1947, he is best remembered for his extraordinary leadership as the senior naval officer held in captivity during the Vietnam War. As commanding officer of Carrier Air Group 16 flying from the aircraft carrier USS Oriskany (CV 34), he was shot down while leading a mission Sept. 9, 1965.

During his seven-and-one-half-

year imprisonment, he was tortured numerous times, forced to wear vise-like heavy leg irons for two years and spent four years in solitary confinement. While imprisoned, he organized the prisoner culture in defiance of regulations forbidding prisoner communication and improvised a cohesive set of rules governing prisoner behavior. Codified in the acronym, BACK U.S. (Unity over Self), these rules gave prisoners a sense of hope, which many credited with giving them the strength to endure their ordeal.

Upon his release in 1973, Stockdale's extraordinary heroism became widely known and he was awarded the Congressional Medal of Honor in 1976. A portion of his citation reads: "Stockdale...deliberately inflicted a near mortal wound to his person in order to convince his captors of his willingness to

give up his life rather than capitulate. He was subsequently discovered and revived by the North Vietnamese who, convinced of his indomitable spirit, abated their employment of excessive harassment and torture of all prisoners of war."

"Vice Adm. Jim Stockdale's legendary leadership and heroic service to the cause of freedom has been an inspiration to our nation," said Secretary of the Navy Gordon England. "His courage and life stand as timeless examples of the power of faith and the strength of the human spirit. Our thoughts are with his devoted family. America and our Navy are eternally grateful and will always remember him."

Upon his retirement from naval service, the Secretary of the Navy established the Vice Admiral Stockdale Award for Inspirational

Leadership presented annually in both Pacific and Atlantic Fleets. Stockdale held 26 combat awards, including two Distinguished Flying Crosses, three Distinguished Service Medals, two Purple Hearts and four Silver Star Medals. He is a member of the Navy's Carrier Hall of Fame, the National Aviation Hall of Fame and an honorary fellow of the Society of Experimental Test Pilots. He held 11 honorary doctoral degrees.

"Our Navy is saddened by the loss of Vice Adm. James B. Stockdale, a giant among heroes and a patriarch of ethical leadership," said Chief of Naval Operations Adm. Vern Clark. "Adm. Stockdale challenged the human limits of moral courage, physical endurance and intellectual bravery, emerging victorious as a legendary beacon for all to follow. Our thoughts and prayers are with

Sybil, his devoted partner in love and life, and the rest of the Stockdale family."

Stockdale will be honored at a memorial service on board USS Ronald Reagan (CVN 76) in his hometown of Coronado, Calif. The service will take place July 16. He will be buried with full honors at the U.S. Naval Academy on July 23. He is survived by his wife Sybil of Coronado, Calif. and his four sons: James of Beaver, Pa.; Sidney of Albuquerque, N.M.; Stanford of Denver, Colo.; Taylor of Claremont, Calif.; and eight grandchildren.

In lieu of flowers, memorial contributions should be made to:

U.S. Naval Academy Foundation, 291 Wood Rd., Beach Hall, Annapolis, Md., 21402, telephone: (410) 295-4116.

Monmouth College Fund, 700 E. Broadway, Monmouth, Ill., 61462, telephone: (309) 457-2316/17

Carl Vinson strike group concludes Persian Gulf operations

J03(SW) William Lopez

USS Carl Vinson Public Affairs

The USS Carl Vinson (CVN 70) Carrier Strike Group concluded operations in support of Operation Iraqi Freedom (OIF) and maritime security operations (MSO) in the Persian Gulf on June 30. The USS Nimitz (CVN 68) Carrier Strike Group is scheduled to replace the Vinson Strike Group.

Carl Vinson and Carrier Air Wing (CVW) 9 launched more than 6,500 sorties, totaling more than 20,000 flight hours, in support of OIF and MSO since relieving USS Harry S. Truman (CVN 75) on March 19.

"I couldn't be more pleased with the performance of the Carl Vinson Strike Group during our time here in the Arabian Gulf," said Rear Adm. Bruce Clingan, commander of the Carl Vinson Strike Group.

"Our Sailors and Marines played a vital role in supporting the Iraqi and multinational troops that are working together to set the security and stability conditions that will provide the Iraqi people an opportunity for self determination.

"They've also helped make the Arabian Gulf a safer place for trade and commerce and a more difficult place for international terrorists to operate," continued Clingan.

"The broad spectrum of effects the Carl Vinson Strike Group has achieved in concert with those of other coalition and U.S. forces have contributed to the progress being made in the region," he said.

Shortly after arriving in the gulf, Carl Vinson Sailors learned they had earned the right to wear the Battle "E" ribbon for their work leading up to this deployment. The Battle "E" recognizes a command's sustained superior performance in an operational environment through the previous calendar year.

Operating in the gulf, the crew faced long, continuous days of flight operations, general quarters training, underway replenishments, and myriad other daily tasks.

"The Vinson and Carrier Air Wing 9 team has simply done a superb job during our time in the gulf," said Capt. Kevin Donegan, Carl Vinson commanding officer. "In the stifling heat of the gulf in the summer, they have performed flawlessly while working 13-and-a-half-hour fly days on deployment has required us to do the full spectrum of operational missions. Each and every time, the crew has risen to the challenge," he said.

Vinson also saw more than a year of inspira-

tional leadership, dedication and hard work pay off when the ship earned the honor of flying both the enlisted air warfare specialist and enlisted surface warfare specialist pennants.

The pennants signify that all Sailors E5-and-below with more than 18 months on board have earned their warfare qualification, a significant achievement that is rarely earned by an aircraft carrier.

"I couldn't be more proud of the crew and what they have accomplished," said Vinson's Command Master Chief (AW/SW) Renall Evans. "In my 25 years of service, I have never heard of an aircraft carrier earning the right to fly both enlisted warfare pennants. It really says a lot, especially out here in the gulf."

The Sailors and Marines onboard Carl Vinson made port visits to Manama, Bahrain and two visits to Dubai, United Arab Emirates. Despite having worked long hours while underway, many lent a hand to the local communities by participating in various community relations events while in port. During their time in the gulf, the crew participated in 13 events that helped schools, shelters and churches by refurbishing buildings, repairing equipment and spending quality time with disadvantaged children.

"Although 'Gold Eagle' Sailors donate huge amounts of their time, talent and labor in foreign ports, they always receive back much more than they give," said Lt. Dan Berteau, Carl Vinson chaplain.

After Carl Vinson's departure from the gulf, the ship will transit to its new homeport in Norfolk, Va. Vinson's homeport change is in support of its refuel and complex overhaul (RCOH) shipyard period, scheduled to begin this fall in Newport News, Va.

The Carl Vinson Carrier Strike Group includes Carrier Strike Group 3, Carrier Air Wing 9, Destroyer Squadron 31, the guided-missile cruiser USS Antietam (CG 54), the guided-missile destroyers USS O'Kane (DDG 77) and USS Mustin (DDG 89), and the fast combat support ship USS Camden (AOE 2).

The squadrons of Carrier Air Wing 9 include the Blue Diamonds of Strike Fighter Squadron (VFA) 146, the Argonauts of VFA-147, the Black Knights of VFA-154, the Death Rattlers of Marine Strike Fighter Squadron 323, the Screwbirds of Sea Control Squadron 33, the Golden Hawks of Airborne Early Warning Squadron 112, the Yellow Jackets of Electronic Attack Squadron 138, the Providers of Carrier Logistics Support Squadron 30 and the Eightballers of Helicopter Anti-Submarine Squadron 8.

"I couldn't be more proud of the crew and what they have accomplished"

Renall Evans
USS Carl Vinson
Command Master Chief (AW/SW)



U.S. Navy photo by PHAN Chris M. Valdez

Two F/A-18C Hornets, assigned to the "Blue Diamonds" of Strike Fighter Squadron 146 (VFA-146), and two F/A-18F Super Hornets, assigned to the "Black Knights" of Strike Fighter Squadron 154 (VFA-154), perform a fly-by over USS Carl Vinson (CVN 70) to mark the completion of the final combat missions flown over Iraq for Carrier Air Wing Nine (CVW-9). The Carl Vinson Carrier Strike Group is currently deployed to the Persian Gulf conducting operations in support of multi-national forces in Iraq. Vinson will end its deployment with a homeport shift to Norfolk, Va., and commence a three-year refuel and complex overhaul.

Peleliu conducts amphibious training off Hawai'i

J02 Zack Baddorf

USS Peleliu Public Affairs

In a test of their interoperability, about 200 Marines embarked aboard the amphibious assault ship USS Peleliu and conducted amphibious training on and off the shores of Hawai'i June 27-30.

The training was conducted at military training beaches on the islands of Oahu and Kauai to help several platoons of the 3rd Amphibious Assault Battalion, 1st Marine Division, based at Camp Pendleton, Calif., prepare to deploy by the end of the year.

"This training is a stepping stone to get us ready," said Marine Capt. Benjamin Venning, company commander. "The AAVs (amphibious assault vehicles) still perform the signature mission of the Marine Corps, [land] our primary purpose is to get our infantry Marines to the fight inland and sustain them in-shore."

"Training is always good," said Boatswain's Mate 1st Class (SW) Daniel Avila, Peleliu 2nd Division leading petty officer. Avila and his Sailors manned the ship's well decks and ensured the 19 embarked AAVs and one landing craft, air cushion (LCAC) made it safely out



U.S. Navy photo by PH2 Class Zack Baddorf

Amphibious assault vehicles, assigned to the 3rd Amphibious Assault Battalion, line the beaches of Major's Bay after a day of amphibious training. Sailors and Marines assigned to the amphibious assault ship USS Peleliu (LHA 5) are currently conducting amphibious training on the beaches of Pacific Missile Range Facility, on the island of Kauai, Hawai'i.

to sea and then back onto the ship.

Avila said his Sailors did "very well" and were "very quick" despite long hours. Most of the deck department worked at least 13 hours a day.

"It was tough at times," said Avila, who was responsible for the overall safety of the well deck operations. "But we were able to work all the problems out and get everything to where it was

supposed to go."

Avila has done well deck operations many times before during his 10-year Navy career, but he said that before this evolution, 80 percent of his division had no prior experience.

"It was good for all our new personnel," said Boatswain's Mate 2nd Class (SW/AW) Eric Hagan, who works with Avila in the well deck. "It gave our guys a feel of what we

will be doing when we go on [deployment], especially since some of them have never even seen an AAV before. The new guys have to know exactly what they are doing."

Seaman Joshua Welsh is one of those "new guys." He joined the Navy just eight months ago and helped with the LCAC and AAV recovery for the first time. He said he "really liked it."

"It was a really cool experience. I mean, it's up to me and my shipmates to get them safely into the ship," said 23-year-old Welsh, who plans to become a boatswain's mate. "We are responsible for other people's lives, and we work together as a team to get the job done."

"It takes a lot of work and man-hours to do what we do," said Welsh. "People could get hurt, and they don't because it's so well planned."

Welsh, who came straight to Peleliu after boot camp, said during the training he got up at 4 a.m. and didn't go to bed until 10 p.m. "But these past few days have been great," he said. "It's painful, but it's fun."

Welsh also got four well deck-related personnel qualification standards (PQS) completed and said he feels like he's ready for Peleliu's upcoming six-month

deployment.

For Marine Lance Cpl. Joseph Westby, driving his AAV through the Pacific Ocean and onto the beach was "a lot of fun."

"I love it," said Westby. "It's not something you get to do every day, and I enjoyed every minute of it."

Westby, who joined the Marines about two and a half years ago, joined his battalion on their nearly nine-month deployment to Iraq and "loved [driving] over there, too."

In Iraq, the battalion spent most of its time on land, so this training in Hawai'i was a good refresher for water operations, said Westby. "It was a way to get us back in the swing of things," he said.

After a few days of training ashore, the Marines coordinated their return to Peleliu for transport back to their home base.

"For one 'splash,' it takes tons of communication between the Marines and Sailors," said 1st Lt. Christopher Kim, a platoon commander. The coordination between the two services is "very important," he said, and every member of the Navy/Marine Corps team knows it.

"Being that we are part of each other, we need to learn how to work together," said Westby, "because we have an important job to do."

USS O'Kane receives Navy Environmental Award for FY2004

Ensign Angela Asemota

USS O'Kane Public Affairs

USS O'Kane (DDG 77) is a guided-missile destroyer homeported in Pearl Harbor, Hawai'i. She is currently deployed in support of Operation Enduring Freedom and Operation Iraqi Freedom. Her dedication to the environment has earned the ship and the crew the fiscal year 2004 Chief of Naval Operations and Secretary of the Navy Environmental Quality Award. With dedicated handling, usage, and storage of a wide variety of substances, which if improperly controlled could potentially harm the environment, O'Kane has maintained the highest readiness of environmental control and protection. By implementing robust programs, training, and continually updating equipment, O'Kane continues an exceptional environmental record. In order to maintain this stellar record, USS O'Kane has adopted various programs and control measures that ensure the environment and ship's company are well protected.

A ship-specific energy conservation instruction is included in the Engineering Department Organization and Regulations Manual (EDORM), which is required reading for all engineering department personnel each quarter. According to Command Master Chief (SW/SS/FMF) Stephen Mitchell, "A key part in O'Kane's achievement has been educating and encouraging the entire crew, not only engineers, in proper environmental practices. All O'Kane personnel receive energy conservation/environmental awareness training upon reporting aboard via command indoctrination. Semi-annual general military training (GMT) is also mandatory for all hands. In addition, conservation reminders from Navy/Marine Corps Energy Efficiency Program are posted in the plan of the day (POD) and various locations throughout the ship. Our warriors have pride in their ship, and that pride translates into a concern for the environment," said Mitchell.

O'Kane developed an innovative solid waste management program, requiring three separate waste receptacles to hold plastic, metal and paper be placed in all compartments to aid in

proper sorting of trash. "The program aided in the strict enforcement of U.S. Navy discharge policies while at sea conducting local operations and in support of the global war on terrorism. The ship-wide effort ensured O'Kane maintained the highest standards of environmental awareness regardless of operational commitments," said Chief Engineer Lt. Russell Caldwell.

O'Kane has established an environmental protection council which reviews and maintains numerous environmental ship's bills. To maximize energy savings, O'Kane has implemented several policies and procedures in the areas of fuel oil management, potable water management, climate control, zone inspection, valve maintenance, and darken ship/lighting. Furthermore, according to fuels and energy conservation officer and main propulsion assistant Lt. j.g. James Batchelor, energy conservation begins with the proper tracking, stowage, transfer, and quality control of the nearly 440,000 gallons of F-76 carried onboard. "Through efficient management of the fuel oil program, O'Kane had a total loss of zero gallons by inventory and zero gallons due to spill for all of FY '04," said Batchelor.

Automated fuel, water and liquid load reports are used to track all aspects of lube oil usage including percentages onboard, expenditures, receipts, gains and losses. Other fuel related data such as gas turbine main engine (GTM) and gas turbine generator (GTG) run times since water wash and total, GTM/GTG starts, and GTG fuel nozzle total hours are also tracked on these reports. In addition, the reports are used in compiling Navy Energy Usage Report System (NEURS) databases, ensuring consistent accountability. According to Batchelor, a history of consistent tracking helps Sailors in self-assessing equipment degradation, malfunctions, or improper maintenance procedures. "If the tank level reads low and there has been no usage, this helps us identify possible internal leaks in the system that are not obvious to watchstanders in the space," Batchelor explained.

In addition to proper fuel oil handling techniques, O'Kane updated its fuel curves to ensure accurate speed

versus fuel consumption tracking. Utilizing the Shipboard Energy Conservation Assistance Program (SECAP) software, O'Kane conducted a series of test runs under different plant configurations, as well as different speeds to collect data and establish ship-specific fuel consumption and economical transit speed curves. "These curves show optimum transit speeds, based on data tables outlining fuel consumption at various speeds and electrical configurations, and are used in planning daily ship operations as well as transit tracks," explained Quartermaster Senior Chief (SW) Herbert Kelton, assistant navigator.

Subsequently, O'Kane utilizes the trail shaft plant configuration whenever feasible (one of four GTMs online). According to Batchelor, "By far trail shaft is the most energy efficient propulsion configuration at any speed up to 21 knots. At a standard speed of 14 knots, we burn 230 gallons less fuel each hour than if operating with two GTMs online."

Maintaining a safe minimum equipment configuration has the dual effect of significantly increasing energy conservation by reducing electrical load and fuel usage while extending vital equipment life cycles. The following are some of the practices adopted by O'Kane to minimize equipment configuration inefficiencies:

- Two of six fire pumps. maintains system integrity, saving over three barrels of fuel each day per additional pump not operating.
- Three of five sea water service pumps. Each pump would use an additional 2.5 barrels per day.
- Prairie and masker air. Utilized sparingly to maintain belt and hub cleanliness when not required tactically, therefore eliminating unnecessary use of bleed air and reducing GTG fuel consumption by 12 percent.
- Best fuel. Equipped with autopilot, "best fuel" mode is used to minimize rudder movements during independent steaming, transit tracks, and whenever practical.
- Reduced auxiliary steaming. In-port auxiliary steaming hours are greatly reduced through coordinated scheduling of all planned maintenance system (PMS) checks ship-wide.
- Ship's Collective Protection

System (CPS). Ventilation is operated as one zone in port and underway. This limits ship access to two airlocks, reducing cooling losses associated with using additional hatches.

"As a result of the above initiatives, the necessity for fuel oil transfers, as well as replenishments is greatly reduced. This results in fewer opportunities for fuel wastage via losses or spills," explained Caldwell.

With no auxiliary boilers and no requirement for feed water on O'Kane, the two reverse osmosis desalination units (RO Units) are capable of providing 24,000 gallons of potable water per day, 75 gallons per person per day for a crew of 330. With the capability to produce almost 2.75 times the amount of water required per person per day, it would be easy to eliminate the need for a potable water conservation program. However, O'Kane has seized this opportunity to establish and maintain standard procedures to reduce water consumption regardless of quantity available. Low flow showerheads are provided in 100percent of all showers, and spring-loaded faucets are maintained in 100 percent of all crew sinks. Potable water consumption per person per day is tracked on the fuel, water, and liquid load reports, as well as in the engineering night orders to ensure O'Kane's commitment to water conservation is adhered to on a daily basis.

Effective climate control is essential to minimize use of air conditioning (A/C) units. A/Cs are one of the ship's largest electrical loads, with each one requiring four barrels of fuel daily when in operation. O'Kane minimizes its A/C load (using only two of four at any given time) with the help of an efficient climate control program. Thermostats are set to maintain minimum required temperatures during heating and cooling seasons, and 20 thermostat anti-tampering devices have been manufactured and installed to prevent maladjustment of thermostats in common spaces. To maximize A/C unit loading and efficiency, O'Kane requested and received electronic capacity controls for each unit.

Ship-wide quarterly zone inspections are conducted onboard O'Kane, with emphasis placed on identifying leaking valves, as well as damaged

lagging, lighting, and electrical fixtures. According to Executive Officer Lt. Cdr. Michael Lockwood, "An incentive is in place to exempt spaces that receive outstanding (no discrepancies in the above areas) from the next inspection."

The valve maintenance program, which receives an additional review by the command during zone inspections, is an effective way to minimize negative environmental impacts during daily operations. Using an automated maintenance scheduling program and database, all valves are routinely inspected with discrepancies documented on standardized forms and tracked until corrected.

In accordance with darken ship and lighting procedures, all lights in passageways and unused spaces are secured prior to sunset and remain so until sunrise. Recharging kits are installed in 100 percent of all relay operated battle lanterns, eliminating the need for replacement batteries. O'Kane also has 376 Silverflux reflectors installed in lighting fixtures throughout passageways and office spaces, maximizing the effectiveness of installed fixtures while eliminating the need for additional lights.

The single most impressive feature of the conservation initiatives employed by O'Kane is the cost/savings comparison. O'Kane has had no increase in operating expenses to achieve these substantial savings. These initiatives and practices are applicable to all U.S. Navy ships, especially DDG 51-class ships. The improvements, both administrative and equipment outfitting, are available through instructions, media sources, engineering change proposals (ECP) and approved ship alterations.

According to Commanding Officer William Nault, O'Kane's implementation of "a complete ship approach" has made energy conservation an integral part of ship operation. "While O'Kane has not developed any ground-breaking procedures to conserve energy, we have adopted a philosophy that energy conservation is more than slowing down the ship to save fuel. All hands are encouraged and required to ensure energy conservation is carried out as a part of daily routine."

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Hawaii
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Navy to make NASCAR Nextel Cup debut at Chicago

Navy Recruiting Command Public Affairs

The Navy will make its NASCAR NEXTEL Cup Series debut on July 10 at Chicagoland Speedway's USG Sheetrock 400, with David Stremme driving the

No. 39 Navy "Accelerate your life" Dodge Charger.

The Navy will also serve as the primary sponsor for Stremme in the NEXTEL Cup Series race at Richmond International Raceway on Sept. 10.

Navy Recruiting sponsors Stremme full-time this year in NASCAR's Busch Series.

The two NEXTEL Cup races are an option in this year's Busch Series sponsorship.

"I can't begin to explain how excited I am about this opportunity," Stremme said. "Racing in the NASCAR NEXTEL Cup Series has been something I've been working for my whole life, and to have that opportunity

is realizing a dream for me. I've been extremely fortunate to be associated with the United States Navy in the NASCAR Busch Series, and I'm honored and humbled to be able to make my cup debut representing them."

"David has done a tremendous job this year, not just in the race car, but in represent-

ing the members of the United States Navy," said Rear Adm. Jeffrey Fowler, Commander,

Navy Recruiting Command. "He is a tremendous young man with a bright future. To be able to celebrate in his achievement of making it into the ranks of NEXTEL Cup racing is an honor, and

we look forward to helping him take the step to the next level."

Stremme is currently seventh in the NASCAR Busch Series point standings, driving the No. 14 Navy "Accelerate your life" Dodge. He has posted four top-five and eight top-10 finishes in 2005, to date.



U.S. Navy photo by JOC Johnny Bivera

Team members of the FitzBradshaw NASCAR Busch Race Team change all four tires during a pit stop on driver Casey Atwood's Navy-sponsored NASCAR Busch Series No. 14 Chevrolet Monte Carlo, during the NASCAR Busch Series, Carquest Auto Parts 300 at Lowe's Motor Speedway in Charlotte, N.C.



U.S. Navy photo by JOC Johnny Bivera

The pit crew stands by for the No. 14 Navy "Accelerate Your Life" Dodge Charger as the Navy-FitzBradshaw NASCAR Busch Series car runs in the top 10 during CARQUEST Auto Parts 300, at Lowe's Motor Speedway in Concord, N.C.



U.S. Navy photo by JOC Johnny Bivera

NASCAR's 2003 Busch Series Rookie of the Year, David Stremme drives the No. 14 Navy "Accelerate Your Life" Dodge Charger around Lowe's Motor Speedway in Concord, N.C. The Navy car driven by Stremme finished in the top 10 at the 300-mile CARQUEST Auto Parts 300 Busch Series race.

Kitty Hawk Strike Group visits Sydney

USS Kitty Hawk Public Affairs

The U.S. Navy's oldest active warship, the aircraft carrier USS Kitty Hawk (CV 63) along with its embarked air wing and two escort ships, arrived in Sydney, Australia, on July 3 for a brief port visit that included a celebration of the United States' 229th Independence Day anniversary July 4.

More than 5,300 Sailors from the strike group will visit Sydney, all of them eager to take advantage of the local attractions. The strike group's visit is expected to boost the local economy, with the Sailors spending their hard-earned money on local dining, retail businesses and recreational tours and activities.

"Australian port visits are among the most sought-after by U.S. Sailors, and with all of the attractions offered by Sydney, we are looking forward to a memorable visit," said Kelly.

Accompanying the aircraft carrier on this visit to Sydney are the guided-missile cruiser USS Cowpens (CG 63) and guided-missile destroyer USS John Paul Jones (DDG 53).

Kelly, along with Kitty Hawk Commanding Officer Capt. Ed McNamee; Capt. Joseph Aucoin, commander of Carrier Air Wing (CVW) 5; and Capt. Robert Girrier, commander of Destroyer Squadron 15, is expected to meet with various government, military and community leaders during the visit.

Since June 12, the Kitty Hawk Carrier Strike Group has been participating in Exercise Talisman Saber 2005, a joint exercise between U.S. and Australian defense forces. Talisman Saber included a combined force of about 6,000 Australian and 11,000 U.S. personnel from all branches of the armed services. Australian and U.S. forces operated in central and northern Queensland, while maritime forces conducted exercises off the coast of Queensland in the Coral Sea.

Kitty Hawk is the first of the modern "super carriers," commissioned April 29, 1961. Nicknamed the "Battle Cat," the aircraft carrier has a crew of more than 3,200 Sailors and also accommodates more than 2,000 Sailors of CVW-5 and staff personnel for Carrier Strike Group 5 and Destroyer Squadron 15.

CVW-5, embarked aboard Kitty Hawk, has more than 60 aircraft and operates from Naval Air Facility Atsugi, Japan, as an essential element of naval aviation and U.S. 7th Fleet operations.

Kitty Hawk is the Navy's only permanently forward-deployed aircraft carrier and currently operates from Yokosuka, Japan.

The Kitty Hawk Strike Group is the largest carrier strike group in the Navy and is composed of the aircraft carrier USS Kitty Hawk (CV 63), Carrier Air Wing (CVW) 5, the guided-missile cruisers USS Chancellorsville (CG 62) and USS Cowpens (CG 63), and Destroyer Squadron 15.

McGrew Point: Site of new Navy Housing

Continued from A-1

process involves new construction as well as maintaining and management of the properties.

The total scope of the project will include about 7,000 Navy and Marine homes and will evolve over several years.

Thad Bond, senior vice president of HMC, and Lt. Cmdr. David Stroud, Navy chaplain at the Pearl Harbor

Main Chapel, presented new street signs for the Radford Terrace community which is also part of phase one of PPV. The streets were named for Navy chaplains who were killed during the Japanese attack on Dec. 7, 1941 on Pearl Harbor.

Schmitt Parkway was named in honor of Navy Chaplain Lt. j.g. Aloysius H. Schmitt, who was the acting chaplain aboard the USS Oklahoma. Schmitt was entrapped in a compartment with

only a small porthole to allow space to escape from the sinking ship. He gave up his own chance to escape so that other men could be rescued.

Kirkpatrick Loop was named in honor of Navy Chaplain Capt. Thomas L. Kirkpatrick who lost his life on the USS Arizona.

Kahu Kaleo Patterson, Hawaiian priest, offered a Hawaiian blessing prior to the lei untying by the first family who will occupy one of the new homes. Lt.

Cmdr. Nestor Nazario, a Navy chaplain at Marine Corps Base Hawai'i - Kaneohe, and his family were presented with the keys to their new home.

"I especially want to thank the Nazario family. They represent the thousands of Navy families that make personal sacrifices for the good of our nation," said Vitale. "It is the love and support of families that enables our Sailors to serve with the degree of dedication and professionalism that they do."

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