

Unknown WWII Sailor identified, laid to rest

JO2 Devin Wright

Editor

On Dec. 7 1941 Seaman Second Class Warren P. Hickok assigned to the light mine layer USS Sicard is believed to have been at his barracks when the Japanese attack on Pearl Harbor began. During the attack Hickok may have been dispatched to the USS Pennsylvania to help the crew ward off the attacking planes. All of this remained as mere speculation however because for nearly 64-years Hickok had been missing in action.

On Wednesday Hickok's remains were buried with full military honors at the National Memorial Cemetery of the Pacific. The story of how he finally came to be identified is a tale of technology and determination. In the days following the attack, the unknown dead were buried in Nuuanu Cemetery on Oahu. Among those buried was an unknown Sailor identified only as X-2. Buried also with the unknowns were identification details that would only come to light with the discovery of new technologies decades later.

Following the war, the Army Graves Registration Service oversaw the disinterment of unknown remains, including the remains of X-2. They could not be identified, and were reburied in Section E, Grave 731, at the National Memorial Cemetery of the Pacific, known as the Punchbowl, on June 9, 1949.

Decades later, a tip from a Pearl Harbor survivor provided a breakthrough as to the identity of the unknown Sailor X-2. The breakthrough was that of dental records from the files of the unknown Sailor X-2 and the service records of

▼ See IDENTIFIED, A-2



U.S. Navy photo by PHAN John T. Jackson
Lt. Cmdr. Robert J. Vance, Chaplain assigned to Navy Information Operations Command Hawai'i, escorts the casket of Seaman 2nd Class Warren P. Hickok and the ceremonial burial detail to a re-interment ceremony at the National Memorial Cemetery of the Pacific. Hickok's remains were positively identified after 64 years of being buried with the unknown dead from World War II.

Hawai'i Navy News Briefs

Food Drive

Naval Health Clinic Hawai'i will be collecting food for the Hawai'i Food Drive in front of the Pearl Harbor Commissary on April 1, 8, 15 and 22 from 9 a.m.-3 p.m. For personnel who live in the local Navy housing community a representative from Naval Health Clinic Hawai'i will be distributing bags April 1-19. On April 22 you can fill the bags with food and leave it outside your door for pick up by the representative from noon- 4 p.m.

Honolulu mayor visits namesake city submarine

JOC(SW/AW)
David Rush

Commander Submarine
Force, US Pacific Fleet
Public Affairs

Honolulu Mayor Mufi Hannemann visited the Pearl Harbor-based USS Honolulu (SSN 718) on Wednesday, March 29, 2006, to bid farewell to the nuclear-powered attack submarine that has served as his city's namesake for the last two decades.

"I have come away with a profound appreciation of what USS Honolulu has meant to our defense capabilities," he said. "I am sad that we are going lose a namesake of our city. It is such an important submarine for Pearl Harbor and our country."

USS Honolulu is scheduled to depart for its final deployment to the Western Pacific

sometime after April 15. Following the deployment, it will return directly to Bremerton, Washington, to begin inactivation.

Meeting with crew members, Hannemann credited current and past crewmembers for creating an enduring legacy of USS Honolulu's service to the nation.

"I came here today to say thank you to present and former crewmembers of USS Honolulu who have made this relationship with the city of Honolulu a very distinctive one for the past 20 years," he said.

USS Honolulu will host a farewell ceremony in Pearl Harbor on April 15 for current and past crewmembers, as well as members of the Honolulu community. Seventh Fleet commander Vice Adm. Jonathan Greenert, who command-

ed USS Honolulu from 1991 to 1993, will be guest speaker. Additional speakers and guests will include Hawaii Lieutenant Governor James "Duke" Aiona and Pacific Fleet commander Adm. Gary Roughead.

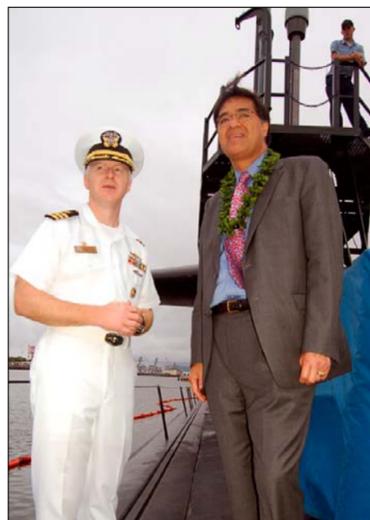
"This is an exciting and challenging time for us," said Cmdr. John Russ, the submarine's commanding officer. "We're preparing to leave our homeport for the last time and, at the same time, we're going through the normal challenges associated with getting the ship ready to deploy."

Those challenges, according to Russ, included getting the submarine ready for deployment in six-months, versus the normal 18 months prior to deploying. The crew undergoes numerous certifications, including navigation,

propulsion, and weapons, before getting a green light to get underway for deployment.

USS Honolulu has been homeported at Pearl Harbor for most of its operational life. After its commissioning in 1985, it moved to Hawaii to join the Pacific Fleet in September 1986. It has completed nine deployments to the Western Pacific, participated in Operation Enduring Freedom and conducted operations under the Arctic ice. The submarine has received an impressive array of awards, including six Battle 'E's.

USS Honolulu is the third ship named in honor of the city of Honolulu, Hawaii. It was commissioned in July 1985, and is the 31st of the Los Angeles class.



U.S. Navy photo by JOC(SW/AW) David Rush
Honolulu Mayor Mufi Hannemann visited the Pearl Harbor-based nuclear-powered attack submarine USS Honolulu (SSN 718) on Wednesday. Cmdr. John Russ, USS Honolulu's commanding officer, exchanged gifts with the Mayor, who was given a tour of the control room, followed by lunch with the crew on the mess deck.

Helping build strong foundations



Photo by Kathy Wooldrige

Approximately 50 volunteers from six different Navy commands (Pearl Harbor Naval Shipyard, Naval Station Pearl Harbor, USS Paul Hamilton (DDG 60), Mobile Diving and Salvage Unit One, Naval Pacific Meteorology and Oceanography Center, and USS Chaffee (DDG 90)) spent two days at Waipahu Intermediate school helping with a beautification project Mar. 21-22 during the school's Spring recess. Senior Chief Fred Gholson coordinated the volunteers for the project, which included digging foundations, pouring concrete, laying grass block, and planting grass.

Announcement for Alcohol Awareness Month and National alcohol screening Day 2006

Navy Region Hawai'i
Public Affairs

April is designated as alcohol awareness month. This observance began as a way to educate the American public about alcoholism. Alcoholism is a treatable disease, not a morale weakness and all alcoholics are capable of recovery. All U.S. Navy installations are encouraged to focus on alcoholism, alcohol-related issues and the prevention of alcohol abuse.

Drinks may be standard, but drinkers are not. Find out if your drinking may be putting you at risk. Honor National Alcohol Screening Day®, April 6th, and National Alcohol Awareness Month by taking a free, anonymous alcohol screening. Visit www.MilitaryMentalHealth.org and complete the simple online self-

assessment today. Upon completion, you will receive immediate, customized feedback and information pertaining to scheduling an appointment for further evaluation if desired.

The program is sponsored by the DoD Office of Health Affairs and is offered without charge to military families and service members. Self-assessments for alcohol problems, depression, bipolar disorder, generalized anxiety disorder, and post-traumatic stress disorder are available 24/7.

To learn more about National Alcohol Screening Day, visit <http://www.mentalhealthscreening.org/events/nasd/>. For more information on National Alcohol Awareness Month, please visit www.health.org/seasonal/aprilalcohol/.



U.S. Navy photo by PHAN John T. Jackson

The ceremonial burial detail from Commander, Navy Region Hawai'i Ceremonial Guard fold the flag of Seaman 2nd Class Warren P. Hickok's casket during a re-interment ceremony at the National Memorial Cemetery of the Pacific. Hickok's remains were positively identified after 64 years of being buried with the unknown dead from World War II.

Identified: Family of missing Sailor Hickok find closure

Continued from A-1

Hickok. "At that point we started doing research as to the circumstances of loss concerning this unknown individual," said Heather Harris historian for the Joint POW/MIA Accounting Command (JPAC). The first step in that is for us to order additional records because we can't keep records for all the missing in action service members. A really important file to this case was the individual deceased personnel file because it combines information about their circumstances of loss with information about any personal affects that the individual may have had along with additional medical and biological and dental information for all of the individuals. This becomes crucial for us when comparing the remains with the records," she said. X-2 was about six feet, one inch tall as was Hickok. This was an unusual height for that time period. There was evidence of a healed fracture to the right femur in X-2 file. I found that when he [Hickok] enlisted he had written in his medical record 'broken right leg.' That was amazing to me. That was one more line of evidence we can use to argue that X-2 was Warren P. Hickok."



U.S. Navy photo by PHAN John T. Jackson

Marilyn Woodring, sister of Seaman 2nd Class Warren P. Hickok, is presented the flag from Hickok's casket during a re-interment ceremony at the National Memorial Cemetery of the Pacific.

JPAC exhumed the remains of Grave 731 in June 2005.

Because most of the evidence in the case up to that point was forensic the records were passed off to an anthropologist. In order to help anthropologist's draw their own conclusion as to the identity of an unknown service member they are not aware of any research that has been done by the historian.

The only information the anthropologist is given is the conflict the individual was involved in, for example, Vietnam, Korea or WWII.

X-2's skeletal remains were laid out at the lab in anatomical order where the identification process continued. A problem anthropologist's often encounter is similar biological profiles.

"A typical biological profile for that era was an 18 to 22 year old white male," said Joan Baker forensic anthropologist for JPAC. "That's where unusually tall in height comes into play. Which was the case with X-2. I also discovered a healed leg fracture in the remains. After I establish a biological profile I am allowed to see records as to



U.S. Navy photo by PHIL Steve Norburg

The ceremonial burial detail escorts the casket of Seaman 2nd Class Warren P. Hickok from a re-interment ceremony. After 64 years of being buried with the unknown dead from World War II, Hickok was positively identified and received a full military honors funeral.

who this person is believed to be. We then compare the biological profile we determined for the remains and the biological profile of the person it is believed to be." On Dec. 15, 2005 the Department of Defense POW/Missing Personnel Office (DPMO) announced that the remains of a U.S. Navy seaman, missing in action from the attack on Pearl Harbor, have been identified as Seaman Second Class

Warren P. Hickok.

"When you go through the records of those missing and you read letters of family members asking for information as to the whereabouts of their son, their father, their brother being able to answer those questions and bring home the remains of their loved one is immensely important," Cmdr. Kevin Torske senior forensic deontologist at JPAC.

"We promised to bring

these service members home and we are proud to have done that for Petty Officer Hickok and for his family," he said.

For Marilyn Carol Woodring, Hickok's sister, the burial was the answer to a 64-year-old question.

Hickok was the only person from the Sicard that was not recovered.

Of the 88,000 Americans unaccounted for from all conflicts, 78,000 are from World War II.

Hawai'i Navy News Editorial

Wanted: Hybrid Sailors

By **FLTCM(AW/SW) Jon R. Thompson**



FLTCM(AW/SW) Jon R. Thompson

From everything I hear the Littoral Combat Ship (LCS) is entering the fleet with a splash. The LCS is small, fast and lethal. What's more, the Sailors who serve aboard this new class of ships are going to find the assignment completely unique. If you're looking for a challenge, and think you might be willing to be a part of something new for the Navy, you might want to keep reading.

The LCS is a networked, agile, stealthy surface combatant. In addition to the core missions, the ship will utilize reconfigurable mission modules that will allow the ship to counter threats from surface craft, submarines and mines. Having a full-load displacement draft of only 10 feet, the ship will have the ability to access very shallow waters. The ship's top speed is about 50 knots and has a range of more than 4,300 nautical miles.

The core capabilities include mobility; special operations forces; intelligence; surveillance; reconnaissance; maritime interdiction operations; homeland defense; anti-

terrorism force protection; and the three focused missions that combatant commanders need to counter: mine and undersea warfare, anti-submarine warfare, and surface warfare. The open architecture will allow missions modules to be loaded on and off the ship in a relatively rapid period of time. This flexible feature allows theater commanders to dictate what the mission of the ship is, on the day that he needs it, rather than having to rely on outside shipyards or upgrades that take long periods of time, and cause mission delays.

The ships are configured with a helicopter deck and hangar. The deck is capable of launch and recovery of the MH-60R/S helicopter and tactical unmanned air vehicle. The ships can carry out aircraft launch and recovery in conditions up to Sea State 5, i.e. in winds up to 27 knots and average wave heights

between 6.4 feet and 9.6 feet. The ships will be capable of launching and recovering watercraft, for example 40-foot high-speed boats, within 15 minutes in conditions of Sea State 4, i.e. waves up to 5 feet and winds up to 21 knots.

The ships will carry provisions for 21 days and have the capability for underway replenishment.

The flexibility of the LCS to perform many different missions, with a relatively small crew, makes this ship extremely attractive to our Navy. Staffed by a crew ranging in size from 15 to 50, the nucleus crew will be augmented by special mission crews that will embark on a mission-need basis. In total, the ship can berth approximately 75 people. Each ship will also have two crews, a blue crew and a gold crew. Each crew will have a commanding officer, executive officer and a command senior chief. Unlike most ships, the only two people aboard this type of ship that won't stand a watch are the CO and XO. The command senior chief will, in addition to his or her normal duties, stand watch as an officer of the deck (underway).

Shipmates, the LCS is simply

incredible. As much as I could go on and on about the technical capabilities of this new type of ship, I'm more interested in generating your enthusiasm for duty aboard this new ship class because of what it will mean to our Navy and perhaps to your own career.

While there is some debate about the total number of ships that will be built, we will have many of them. Some suggest we may have 50 or more. For every Sailor who ever felt lost among a crew, this ship offers a chance to serve that will ensure you are an integral part of the ship and its mission. The LCS will have no extra personnel. There will be no wasteful duties and no Sailor assigned will perform meaningless work. Every Sailor counts.

The two-crew concept has many merits. While one crew is at sea, the other will be ashore training. This rotation allows the ship to be deployed to a greater extent, maximizing the ship's operational impact to the fleet, yet protecting the individual deployment tempo of the crew. I see this as a win-win concept. Proven for years aboard ballistic missile submarines, hav-

ing two crews is not a unique idea. The Navy has seen many successes in this area and if you truly want to learn more about the merits of two crews, ask any submariner that has served aboard an SSBN and get his opinion.

Having served aboard many ships, including aircraft carriers, I can tell you the advantages of serving aboard such a small ship seem great. If you think you might like serving in a command where your efforts truly matter, where you know for sure others depend on you, where you perform many diverse jobs, where you split your time aboard the ship and ashore, and where you serve on sea duty yet have the ability to further your education ashore, the LCS might be right for you. The "hybrid" Sailors who man these new ships will develop skill sets not possible aboard many other Navy ships. If you think you're up to the challenge, and belong to a surface rating, contact your detailee and look into the possibility of serving aboard an LCS - the Navy is looking for some great Sailors, are you one of them?

Today in history



Historical photo courtesy of Library of Congress

On March 31, 1917, the U.S. took formal possession of the Danish West Indies. Renamed the Virgin Islands, this chain consists of St. Thomas, St. Croix, St. John and about 50 other small islands, most of which are uninhabited. Lying about 65 kilometers east of Puerto Rico at the end of the Greater Antilles, the U.S. purchased the islands from Denmark for \$25 million because of their strategic location in relation to the Panama Canal.

Japanese WWII pilot visits Arizona Memorial Bookstore



U.S. Navy photos by PH1(AW/SW) James E. Foehl

World War II veteran Zenji Abe signs copies of his newly released book, "The Emperor's Sea Eagle: A War Memoir of the Attack on Pearl Harbor and the War in the Pacific", during his visit to the USS Arizona Memorial Visitors Center Bookstore on Mar 23. Abe, known for his long-time friendship with an American bugler and Pearl Harbor Survivor, Richard Fiske was a pilot and squadron leader for the Imperial Japanese Navy during the attack on Pearl Harbor.

STORY IDEAS?

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Hawai'i Navy News

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Battleship Missouri Memorial welcomes 50,000th volunteer

Battleship Missouri Memorial Public Affairs

The Battleship Missouri Memorial welcomed an individual as important as any visiting head-of-state or dignitary. Stepping aboard the decks of America's last battleship this week was its 50,000th volunteer, Angeline Chupa.

Chupa, whose father served in World War II, volunteers at the memorial as a member of its Teak Deck Crew. Originally from Harrisburg, Penn., Chupa, lives with her husband, training coordinator Kevin Byrnes, in the city of Aiea on Oahu, Hawai'i.

"I'm just one more link in the chain of volunteers that helps to keep the Missouri shipshape ... a chain that is now 50,000 links strong," Chupa said. "I get to put back into the community and participate in the story of the Mighty Mo. Plus, the view from my 'office' is the alpha and the omega of World War II ... symbolized by the USS Arizona Memorial and the Battleship Missouri Memorial right here in Pearl Harbor. Visitors come to Hawai'i from all around the world for this. Yes, they come for the sun and sand, but they also come for the history. What a pleasure to be a part of that."

The memorial's staff welcomed the milestone volunteer with a special presentation consisting of a piece of engraved teak from the Missouri's Surrender Deck, site of Japan's WWII surrender, as well as a Mighty Mo polo shirt and visor and a framed certificate stating Chupa as the 50,000th volunteer.

"The USS Missouri Memorial Association is a private non-profit organization

that does not receive government funding and therefore relies on our volunteers as an essential element in the restoration and maintenance of the Mighty Mo," said Don Hess, president and chief operating officer of the association. "Volunteers account for more than 95 percent of the refurbishment work on the Missouri. This includes painting about three acres of vertical steel surfaces and another acre of horizontal steel surfaces every year.

Our volunteers are also tirelessly working to restore about 53,000 sq. ft. of teakwood decks and replace nearly 250,000 deck plugs."

In June 1998, Missouri arrived in Hawai'i rusting and deteriorating from the wear and tear of spending six years in mothballs at the Navy's Inactive Ship Maintenance Facility in Bremerton, Wash. With faded and splotchy paint, a hull marred with black scrape marks, and teakwood decks that were cracked and damaged, the great battleship was a shadow of her former glory.

Eight years later, the hull and bulkheads shine with a fresh coat of haze gray paint, the decks have been cleaned, and the extensive detail work from bow to stern has brought the ship back to life. The association, with only about 100 full and part-time employees and volunteer support, has made great achievements in restoring portions of four of the Missouri's lower decks and eight of the upper decks, resulting in those areas now being open to daily tours. Later this year, the memorial will open yet another highly anticipated area of the ship to visitor tours: Turret No. 1.

The Battleship Missouri Memorial has become a model

for battleship museums, welcoming more than 400,000 visitors in 2005 and maintaining a 62-year-old battleship that, during active-service, took between 1,500 and 2,500 Sailors and Marines to maintain. In 2005 alone, 6,185 volunteers contributed their time, totaling 32,178 hours of volunteer work.

"Volunteers came to the Missouri from all walks of life," said the memorial's director of volunteers, Napoleon Arline, a former Navy Sailor who served in the USS Missouri's battle group during Operation Desert Storm. "Last year's volunteers included 28 different military groups, 18 university or high school groups, and 30 other civilian groups consisting of business professionals, college students, retirees, housewives and visitors."

While construction of the Missouri took three years and more than 3 million man-days, the requirements to refurbish and maintain the ship have no ceiling because operating and maintaining a battleship, even a stationary one, never ends.

"Fortunately, the volunteers continue to come," Arline added. "We welcome anyone interested in helping to contact us about making a contribution of their time. By doing so, you become a part of the Mighty Mo's legacy. You become a part of history."

For information about volunteering at the Battleship Missouri Memorial, call (808) 455-1600 ext. 224, e-mail NapoleonA@ussmissouri.org or visit ussmissouri.org.

The USS Missouri Memorial Association, Inc. is a private Hawaii-based 501 (c)(3) nonprofit organization designated by the U.S. Navy as caretaker of the battleship Missouri.

Update on construction projects at Pearl Harbor

Lt. Cmdr. Joe Simpkins

Naval Facilities Engineering Command, Hawai'i
Naval Station Pearl Harbor Public Works Officer

The Moanalua Shopping Center project is nearing completion. The overall project provides 30,000 square feet of retail space, which was turned over to new tenants for renovations on March 8. Vendors include: Starbucks, Jamba Juice, Yummy Korean BBQ, Loco Moco, Ruby Tuesday, Cingular, Verizon, Gamestop, Vitamin World, Subway, Koa Pancake House, Pearl Family Dental Care, and other businesses. The retail businesses are expected to open independently between May and August this year. The project also includes a 55,000-square-foot, two-story Navy Services Facility that will house: Personnel Support Detachment (PSD), Fleet and Family Support Center (FFSC) and Joint Personal Property Shipping Office (JPPSO). The Navy Housing personnel in the Navy Aloha Center building will continue to be located next door. The Navy Service Facility will be opened for business about November/December of this year.

Other projects of interest:

- Traffic improvement projects: The Navy has two traffic improvement projects: (1) Valkenburgh Street and Bougainville Drive intersection and

(2) Valkenburgh Street and Warden Avenue intersection. The Valkenburgh Street/Bougainville Drive project will begin with the installation of a new traffic signal system and road widening at the intersection. Please expect construction activity and Honolulu Police Department control of Bougainville Drive traffic during this time from April 3-May 12. This temporary inconvenience will be well worth it once the improved intersections are completed.

- Road closures on Ford Island: Various roadways will be closed to traffic for the construction and repair of Ford Island's road network through April 28. Proper detours, signage and safety precautions are in place. Please allow extra time to get to and from your destinations on Ford Island during this period.

Ford Island Boulevard is now permanently closed between Kamehameha Loop housing and Kitty Hawk Street as crews begin the demolition of that stretch of road. The road will be replaced by a new main access road on Ford Island. Detour signs are posted.

- Ford Island Bridge lane closures: From April 10-28, workers will be making repairs to the Ford Island Bridge deck. During this period, the bridge will remain open; however, there will be lane closures and re-routed traffic. Please take extra precaution and be mindful of roadwork and flagmen.

Hawaii Navy News Online

www.hawaii.navy.mil

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Mobile Diving and Salvage Unit ONE

U.S. Navy, Armed Forces of Philippines complete BALIKATAN 2006

Story and photos by
PH2(AW/SW) Justin Nesbitt

Fleet Imaging Command Pacific, Hawai'i Det

Sailors from Mobile Diving and Salvage Unit ONE (MDSU 1), based at Bishop Point, Naval Station Pearl Harbor returned home from the Philippines on March 7, after participating in Exercise Balikatan 2006.

Forty members of MDSU 1 deployed to naval base Cavite, Republic of the Philippines to participate in the three-week exercise. Capt. Mark E. Donahue, commodore of Commander Amphibious Squadron ELEVEN said, "while other Balikatan participants were redirected to provide humanitarian aid following the tragic mudslide in southern Leyte, it was MDSU 1 that kept the spirit of Balikatan '06 alive." The MDSU 1 "Heavy Lifters" worked side by side with the Armed Forces of the Philippines (AFP) Navy Underwater Construction Brigade to raise a 110-foot Kagitingan class patrol craft. The evolution involved underwater inspection to determine hull integrity, patching, underwater cutting and welding and dewatering in order to raise a sunken vessel that had been grounded and submerged pier side at the Cavite naval base for more than seven years.

Leading the salvage operation was Chief

Warrant Officer David Williams, MDSU 1 Detachment Five officer in charge, who has more than 15 years of Navy salvage and diving experience. Williams remarked, "Balikatan is one of the more productive exercises in which to practice expeditionary salvage operations in a remote environment. It provided a unique opportunity to exercise our number one wartime responsibility, which is harbor clearance."

MDSU 1's commanding officer, Cmdr. Daniel Colman said he considered Balikatan and other theater engagements as a way to foster relationships and increase interoperability with foreign nations.

"Balikatan offers rewarding work and a unique opportunity to operate with our AFP counterparts," Colman said. "The ability to share diving and salvage experience and techniques enhances the overall combat readiness of our combined forces. The entire crew benefited from this exercise. However, I think the divers benefited the most. They were able to exercise their entire skill sets by deploying into a foreign setting and tackling and overcoming a complex salvage problem. I consider the exercise an overwhelming success."

For Operations Specialist 3rd Class Brendan Danner, a recent graduate of the U.S. Navy's Second Class Dive School in Panama City, Florida, who reported to MDSU 1 in December, Balikatan

represented a series of first time events.

"Balikatan was as an excellent training mission for someone relatively new to the Navy and straight out of dive school, Danner said. "It was my first chance to deploy, my first time to work with a foreign military, and my first opportunity to practice the diving and salvage skills that I was taught in dive school."

The "Heavy Lifters" of MDSU 1 accomplished all their goals in only six days. The final day of the operation began at 3 a.m. and proceeded through the entire day and late into the evening. The salvage team dewatered the sunken vessel removing more than 900,000 gallons of seawater. The craft seemed to come alive little by little with each passing hour as she started to right herself, by 3 p.m. the craft was afloat and the mission at hand complete.

"I could not be prouder of how the command performed," said Colman with a smile. "The crew met every challenge head-on and accomplished all training objectives."

Balikatan, which translates in to "shoulder to shoulder", is an annual Republic of the Philippines and U.S. bilateral exercise. The exercise itself is geared towards building stronger relationships between the Philippines and the United States. Balikatan 2006 marks the 22nd exercise in the Balikatan series.



(Above) Members of MDSU 1 survey the wreck prior to commencing salvage operations.

(Below) ET2 Shaun Darnell (Right) helps a Philippine navy diver adjust his communications unit while conducting MK 20 dive mask training.



Silver Dolphin takes runner up position for Edward F. Ney Award

PH2 Dennis Cantrell and PH3 Ben Gonzales

Fleet Imaging Command Pacific

For the second year in a row, the Pearl Harbor Naval Station galley, the Silver Dolphin Bistro, were named runner up for the Edward F. Ney Award.

"It doesn't matter if the galley wins Ney awards," said Senior Chief Culinary Specialist (SW/AW/MTS) Marshall T. Bradford, assistant Food Service Officer. "The bottom line is - the galley that provides the best possible service to the customers and the galley that has the happiest customers in my mind is the Ney winner. The crew at Silver Dolphin Bistro without a doubt are winners to me."



U.S. Navy photo by PH1 Steve Norburg

Machinist Mate 3rd Class Brandon Oyer, assigned to USS Honolulu (SSN 718), is handed an award winning meal at Pearl Harbor's Silver Dolphin Bistro. For the second year in a row, the Bistro were named runner up for the Edward F. Ney Award.

Senior Chief Bradford said the Ney award involves more

than just a great looking galley.

"Appearance certainly means a lot, but you don't win Ney awards for that alone. It's the people. Taking care of your customers and teamwork are what wins Ney awards. Without the customer, we wouldn't have a job. The customer is the person to please and everyone is a customer: the Captain, myself, everyone who walks through the door," he said.

The Silver Dolphin Bistro has seen many changes in the past year.

"Once a week, the staff would brainstorm for ideas to improve the galley," said CSC (SW) Arnel Siroma, the dining facility manager. "It is through these brainstorming sessions that the VIP room renovations were made possible. A new family tree that has pictures of all Silver Dolphin

workers on it has also been added. No idea was too outrageous."

The crew works and trains hard to improve all aspects of the Silver Dolphin Bistro and have already started working towards next years Ney award.

Culinary Specialist 3rd Class Sabrina Miles, the provisions storeroom keeper said, "It is a team effort. Everyone works together as much as possible. With only a handful of military personnel assigned, everybody has to do more than just their job to get the job done. We are constantly cross-training each other."

Ships Serviceman Seaman Latoya Wormely, one of many galley patrons, is pleased with the appearance and food at the Silver Dolphin Bistro.

"If you could have been here

a year ago when I first got here and seen the galley back then compared to today, it's like two different worlds and that's no joke," said Wormely.

"Not only the menu, but the way they fixed up the seating and the atmosphere. The best feature is the salad bar. That salad bar has everything on it."

The Secretary of the Navy and the International Food Service Executives Association established the Capt. Edward F. Ney Memorial Awards Program in 1958. The award is designed to improve food service operations and recognize the best galleys in the Navy.

Capt. Edward F. Ney served as head of the subsistence division of the Bureau of Supplies and Accounts between 1940 and 1945.

Turning off air conditioning doesn't cause mold/mildew growth

Kevin Saito

Naval Facilities Engineering Command, Hawai'i

With recent instruction from Commander, Navy Region Hawai'i, to secure air conditioning systems after 3 p.m. and before 10 a.m. each day, a common concern has been raised to Naval Facilities Engineering Command Hawai'i (NAVFAC HI) Energy Team: "Won't turning off the air conditioning (AC) cause mold or mildew growth?" The short answer is no.

Part of the energy reduction strategy is to raise the temperature set point along with turning off the air conditioning units. Of course, this means our work spaces will

be a little bit warmer when the AC units are operating, but it also means the surface areas in our workspaces will be warmer and this prevents condensation.

Condensation is the formation of water from a moist gas and is best portrayed by a cold glass of water on a warm, humid day. We have all seen beads of water forming on a glass of cold water. The water is not from the glass itself, but from the air around the glass.

If the surface temperature of the glass is below the dew point temperature of the surrounding air, water condenses on the surface and drips down. If the air around the glass was very dry, like in the high desert areas of California, there may be little

or no condensation since the air has little moisture despite the warm temperature.

In general, the colder the surface of the glass, the better the chances of condensation. The opposite is also true: If your server brought you a room temperature glass of water, more than likely the surface of the glass is too warm to condense moisture out of the air and you wouldn't see any water on the surface of the glass. So how does this apply to mold or mildew growth?

One of the major contributing factors to mold or mildew growth is the presence of moisture for a sustained period of time. Mold and mildew are biologic life forms that, like us, require water to survive. If the building surfaces

are dry enough, mold and mildew cannot grow. However, if a building had mold or mildew growth before, the unsightly markings on the wall will remain there unless cleaned thoroughly - even if there is no moisture on the building surfaces now.

By setting the AC thermostat too low, the tenants encourage the formation of mold or mildew in their work areas. A low temperature setting increases the chances the interior surfaces will be cold enough to condense moisture from the air that enters the building unconditioned.

Unconditioned outside air can enter buildings for a number of reasons: deteriorated window or door seals,

unbalanced ventilation systems which exhaust more air than the AC system can bring in, and doors or windows left open while the AC is running. (Outside air that is brought in through the air conditioning system is conditioned and the moisture is removed before the air reaches the work area.) Sources of humid air in the work area that can cause condensation are coffee pots, aquariums, feng shui or water displays, showers, locker rooms and coffee mess areas. By controlling the source of humid air, either by removal of the humidity source or exhaust of the humid air, the chances of mold or mildew growth decreases significantly.

While Hawai'i enjoys a moderate swing in daily and

seasonal temperatures, outside humidity can vary drastically with the weather. The hot, humid days of summer may result in dew point temperatures of 76 degrees Fahrenheit while the cool "winter" nights may result in dew point temperatures around 54 degrees Fahrenheit.

According to ALNAVACTS message that was disseminated on Feb. 23, the room temperature should be set to 78 degrees Fahrenheit, which is above the outside air dew point temperature. Obviously, the higher the AC set point, the less the chance of condensation so all tenants are highly encouraged to keep their AC thermostats set at 78 degrees Fahrenheit or higher.

Pandemic Influenza - get informed. Be prepared.

Naval Health Clinic Hawai'i

This is the first part of a three part article that is designed to help the military community understand the threat of a pandemic flu outbreak in our country and your community. The first part of this series will describe Pandemic Flu to introduce what it is and to help make the community aware of the importance of planning for this possibility. The second part will describe possible symptoms to be aware of and then we will describe common sense healthy behaviors. The third series will describe actions that you can take in preparing for a pandemic. Each individual and family should know both the magnitude of what can happen during a pandemic outbreak and what actions you can take to help lessen the impact of an influenza pandemic on you and your community. We will also look at a list of supplies that individuals and families may want to stock just as you would for hurricane preparedness. Grocery stores may be closed or run low on some foods if transportation is limited. Finally, we will be keeping you up-to-date on the latest detailed military plans as we are updated. Some information in this paper has been taken from the Centers for Disease Control and Prevention site, the Federal Government site for Pandemic Flu information and U.S. Army Col. Michael Brumage, Chief of

Preventive Medicine at Tripler Army Medical Center.

Pandemic Influenza: What I Need to Know

An influenza (flu) pandemic is a widespread outbreak of disease that occurs when a new flu virus appears that people have not been exposed to before. Pandemics are different from seasonal outbreaks of influenza. Viruses that people have already been exposed to cause seasonal flu outbreaks. Flu shots are available to help prevent widespread illness. Pandemic flu spreads easily from person to person and can cause serious illness because people do not have immunity to the new virus.

A pandemic may come and go in waves. Each wave can last for months at a time. Everyday life could be disrupted due to people in communities across the country becoming ill at the same time. These disruptions could include everything from school and business closings to interruption of basic services including public transportation and health care. An especially severe influenza pandemic could lead to high levels of illness, death, social disruption, and economic loss.

Some Differences Between Seasonal Flu and Pandemic Flu

Seasonal Flu

- Caused by influenza viruses that are similar to those already affecting people.

- Symptoms include fever, cough, runny nose, and muscle pain. Deaths can be caused by complications such as pneumonia.

- Healthy adults usually not at risk for serious complications (the very young, the elderly, and those with certain underlying health conditions at increased risk for serious complications).

- Generally causes modest impact on society (e.g., some school closings, encouragement of people who are sick to stay home).

Pandemic Flu

- Caused by a new influenza virus that people have not been exposed to before. Likely to be more severe, affect more people, and cause more deaths than seasonal flu because people will not have immunity to the new virus.

- Symptoms similar to the common flu may be more severe and complications more serious.

- Healthy adults may be at increased risk for serious complications.

- A severe pandemic could change the patterns of daily life for some time. People may choose to stay home to keep away from others who are sick. In addition, people may need to stay home to care for ill family and loved ones. Travel and public gatherings could be limited. Basic services and access to supplies could be disrupted.

A Historical Perspective

In the last century, there were three influenza pandemics. All of them were called pandemics because of their worldwide spread and because they were caused by a new influenza virus. The 1918 pandemic was especial-

ly severe. The 1968 pandemic (Hong Kong flu) was the least severe, causing about the same number of deaths as the United States experiences every year with seasonal flu.

- 1918-1919 Most severe, caused at least 500,000 U.S. deaths and up to 40 million deaths worldwide.

- 1957-1958 Moderately severe, caused at least 70,000 U.S. deaths and 1-2 million deaths worldwide.

- 1968-1969 Least severe, caused at least 34,000 U.S. deaths and 700,000 deaths worldwide.

Vaccine

Influenza vaccines are designed to protect against specific flu viruses. The federal government is making vaccines for several existing bird flu viruses that may provide some protection should one of these viruses change and cause a flu pandemic. A specific pandemic influenza vaccine cannot be produced until a pandemic flu virus strain emerges and is identified. Once a pandemic influenza virus has been identified, it will likely take 4-6 months to develop, test, and begin producing a vaccine.

Efforts are being made to increase vaccine-manufacturing capacity in the United States so that supplies of vaccines would be more readily available. In addition, research is underway to develop new ways to produce vaccines more quickly.

Treatment

A number of antiviral drugs are approved by the U.S. Food and Drug Administration to treat and sometimes prevent seasonal flu. Some of these antivirals

may be effective in treating pandemic flu. These drugs may help prevent infection in people at risk and shorten the duration of symptoms in those infected with influenza. However, it is unlikely that antivirals alone would effectively contain the spread of pandemic influenza. The federal government is stockpiling antivirals that would most likely be used in the early stages of an influenza pandemic. There are efforts to find new drugs and to increase the supply of antivirals. Antivirals are available by prescription only.

What is the U.S. government doing to prepare for pandemic influenza?

The U.S. government has been preparing for pandemic influenza for several years. In November 2005, the President announced the National Strategy for Pandemic Influenza. Ongoing preparations include the following:

- Working with the World Health Organization (WHO) and with other nations to help detect human cases of bird flu and contain a flu pandemic, if one begins
- Supporting the manufacturing and testing of influenza vaccines, including finding more reliable and quicker ways to make large quantities of vaccines

- Developing a national stockpile of antiviral drugs to help treat and control the spread of disease

- Supporting the efforts of federal, state, tribal, and local health agencies to prepare for and respond to pandemic influenza

- Working with federal agencies to prepare and to encourage communities,

businesses, and organizations to plan for pandemic influenza

Get Informed

Knowing the facts is the best preparation. Identify sources you can count on for reliable information. If a pandemic occurs, having accurate and reliable information will be critical.

- Reliable, accurate, and timely information is available at www.pandemicflu.gov.

- Another source for information on pandemic influenza is the Centers for Disease Control and Prevention (CDC) Hotline at: 1-800-CDC-INFO (1-800-232-4636). This line is available in English and Spanish, 24 hours a day, 7 days a week. TTY: 1-888-232-6348. Questions can be e-mailed to cdcinfo@cdc.gov.

- Look for information on your local and state government Web sites. Links are available to each state department of public health at www.pandemicflu.gov/plan/ta/b2.html.

- Listen to local and national radio, watch news reports on television, and read your newspaper and other sources of printed and Web-based information.

- Talk to your local health care providers and public health officials.

Finally

Becoming educated on Pandemic Influenza is the first step we should all take to prepare for a possible outbreak. The second step is learning healthy behaviors. The third step is making plans in case a Pandemic outbreak should occur. Take your first step now. Next week, we will discuss healthy behaviors.

USS Chafee (DDG 90) completes successful shipyard period

Ensign Melissa Barbor

*USS Chafee (DDG 90)
Public Affairs*

USS Chafee (DDG 90) returned from deployment in November 2005, and since December the ship and her crew have called Pearl Harbor Naval Shipyard their home. In January, USS Chafee entered a three-month SRA

(Ship's Restricted Availability) period.

The work on the outside of the ship has been evident with Sailors painting over the side and scaffolding covering the mast. Now that the work is complete 3-year-old Chafee looks new again. Her topside decks have also been preserved by replacing the non-skid on the forecastle and aft on the flight deck. Inside the

skin of the ship decks were replaced, water-tight doors were powder coated, while fuel and water tanks went through preservation.

Combat Systems department has also made some changes with the install of CIWS and Nulka DLS (Decoy Launching System). The Phalanx MK 15 Block IB CIWS (Close-In Weapons System) provides defense

against Anti-Ship Cruise Missiles, as well as the enhanced capability of engaging surface targets using a thermal imaging camera.

Software upgrades and new installs may not be as noticeable as the enhancements topside, but have also made improvements to Chafee. Chafee has been given an increased communications capability in the SHF antenna

system. The super high frequency (SHF) bandwidth can accommodate such services as phones, internet and video feeds that were previously unattainable while underway.

Chafee has completed its SRA period on schedule and is making preparations to get underway once again. Chafee's upcoming schedule includes participating in the Merrie Monarch Festival in

Hilo, Hawai'i. Chafee will also take part in Northern Edge 2006, a joint exercise to conduct surface and air operations. Following Northern Edge, Chafee will join 13 countries in RIMPAC 2006. After three months in the shipyard the crew of Chafee looks forward to getting underway again and representing the Navy's best home- port!

Army, Navy medical teams deliver assistance, medicine in Balikatan 2006

JO3 Adam R. Cole

Task Force 76 Public Affairs

U.S. Army and Navy teams completed the final Medical Civil Action Projects (MEDCAP) on the island of Jolo, Republic of Philippines March 2 as part of Exercise Balikatan 2006.

Twenty-four members of the Armed Forces of the Philippines (AFP) joined 27 U.S. medical personnel to conduct seven civil assistance projects in three different locations on the island: Panamao, Jolo City and Maimbung. The joint efforts were able to help more than 11,000 Filipino people—more than 1,500 per day—and 504 animals.

The MEDCAPs were part of a wide sweeping Civil Military Operation (CMO) effort during Exercise Balikatan 2006. Civil engineers of all services simultaneously worked on Engineering Civil Assistance Project (ENCAP) to build four three-room elementary schools in Jolo—one in Jolo City, two in Panamao and one in Maimbung. Several of the schools celebrated their grand openings on the final day of MEDCAP.

"It was very rewarding to be able to provide treatment to the people of Jolo in a multitude of areas and be able to truly help these people," said Army Col. David Crudo, Balikatan MEDCAP planner and officer-in-charge of the medical team. "The Filipino



U.S. Navy photo
Navy Lt. Toni Bowden, assigned to MEU MSSG 31, JTF Balikatan, performs dental work on a Filipino patient in Maimbung, Republic of Philippines.

people not only appreciated the care we gave but just our presence and the goodness of our demeanor."

Crudo, a pediatric endocrinologist at Tripler Army Medical Center, has participated in 10 other projects of this type in the Balikatan series.

During the project, the U.S. medical team was embarked on the USS

Juneau (LPD 10) of the Forward Deployed Amphibious Ready Group (ARG) and launched from its platform into the project sites each day courtesy of aviation elements of the 31st Marine Expeditionary Unit (MEU), Joint Task Force (JTF) Balikatan.

The U.S. medical team was composed predominantly of Army doctors,

dentists and veterinarians of Tripler Army Medical Center in Hawai'i and Guam National Guard and Navy personnel from the 31st MEU.

"The most rewarding part is the 'Thank you' that you get from each patient and the smiles—even if they're toothless," said Navy Lt. Toni Bowden, a dentist for the MEU's

Service Support Group (MSSG) 31. Bowden has previously participated in a similar MEDCAP with the 31st MEU in October at St. Juliana, Crow Valley and Oct. 29 in Camp O'Donnell as well as to the Operation Unified Assistance (OUA) in Sumatra Indonesia to aid victims of the tsunami there. "It's a great feeling to know that you can improve the overall health of someone and visibly see that in the happiness they show afterward."

Lt. Col. Lance Cordoni, Army pediatrician from Tripler, recalled one particular family of four, two boys and two girls, whose laughter was almost a remedy in itself for the minor ailments they had. Cordoni took a picture with the family before they left, a picture he plans to treasure.

"Even though your time with the patients is relatively short, the bonds you gain with them feel as if they're everlasting," said Cordoni.

The name Exercise Balikatan derives from the Filipino word balikatan, which means, "shouldering the load to together." This was clearly visible during the MEDCAP projects as the U.S. and AFP worked side by side to help patients.

That sharing, said Crudo, was a major factor in helping the number of patients the doctors were able to see.

"My sincerest thanks to

my medical counterparts from the United States," said Lt. Col. Yashinda R. Apolinar, part of the Philippine air force in Pasay City. "It was an honor to serve next to them in serving my countrymen."

The U.S. medical team expressed additional gratitude to the shipboard Sailors and Marines involved in the there-and-back airlifts. In turn, Sailors and Marines aboard Juneau felt glad to have been able to contribute to the civil assistance projects. In particular, air department Sailors rose pre-dawn to man the chocks and chains, while staying long past sunset to secure the helicopters.

"It was hard, but I love my job, especially when we're doing these types of meaningful missions," said Aviation Boatswain's Mate (Fuels) 3rd Class (SW) Pablo J. Rodriguez, a Juneau crewmember.

USS Juneau (LPD 10), commanded by Capt. Ronald Horton, is part of the Forward Deployed Amphibious Ready Group, operating out of Sasebo, Japan, and is the Navy's only forward-deployed amphibious transport dock. The Forward Deployed ARG is part of Task Force 76, the Navy's only forward-deployed amphibious force, which is headquartered at White Beach Naval Facility, Okinawa, Japan, with an operating detachment in Sasebo, Japan.

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Hawaii Navy News

National Testing Center to open at Pearl Harbor

Ruth Maki

Test Control Officer for Navy College, Pearl Harbor

The Navy College Office Hawai'i has established a National Testing Center (NTC) at Pearl Harbor, which provides electronic computer-based College Level Examination Program examinations (CLEP eCBT) testing opportunities.

The grand opening of the new test

center will be April 4. It is the first NTC to open outside continental United States. A special ribbon-cutting ceremony is scheduled for 2:15 p.m. April 6.

Hawai'i Pacific University (HPU) will operate the NTC, which is located in building 679, the Naval Station Training Complex/Navy College Office. Hours of operation will be from 8 a.m.-4 p.m. Tuesdays and Thursdays. For training reservations, call HPU at 422-0079.

CLEPs may shorten your path to a college degree. You can receive credit for what you already know by earning qualifying scores on any one or more of 35 CLEP examinations. There are 2,900 colleges and universities in the United States that accept CLEP. Depending on your college's CLEP policy, a qualifying score on each CLEP exam can earn you three, six or even 12 college credits. Contact your college's admissions office or academic advisor to find out the following:

Examinees may test on all 35 CLEP eCBT test titles and obtain instant score reporting immediately after testing.

The CLEP eCBT is free for military personnel (active and reserve). Retired military personnel, Department of Defense civilians and adult family members 17 years of age may test by paying a \$75 service fee.

- Does your college recognize CLEP examinations in the subjects you want?

- What scores do you need to obtain credit?

- How much credit is given?

- Does earning that credit allow you to skip one or more introductory courses?

- Are there additional requirements before credit is granted?

CLEPs can make your college degree a reality in record time. For more information, call Navy College Office Hawai'i at 473-5705.

USS Reuben James (FFG 57) earns sought after Battle 'E'



U.S. Navy photo by JO2 Zack Baddorf

Within 20 years, USS Reuben James (FFG 57) has earned four Battle Efficiency Awards. Enduring 12 full months of inspections, certifications, maintenance and training last year, Reuben James successfully qualified in all facets. The Pearl Harbor-based guided missile frigate departed this month on a six-month Western Pacific and Arabian Gulf deployment in support of the global war on terrorism as part of Expeditionary Strike Group THREE (ESG 3).

Ensign Jon Derges,

USS Reuben James (FFG 57) Public Affairs

USS Reuben James (FFG 57) has earned the Battle Efficiency Award (Battle "E") for the fourth time in 20 years of commissioned service. The Battle "E" is awarded annually by each ship's intermediate superior in command and is based on a ship's performance and operational proficiency, both in port and underway.

In 2005, Reuben James proved worthy of that honor by facing 12 full months of inspections, certifications, maintenance and training – and excelling at every turn. Eligibility for this award demands day-to-day demonstrated excellence in addition to superior achievement during certifications and qualifications conducted throughout the competitive period.

"After the many long hours the crew worked on board over the last year, the award is well deserved," commented Operations Specialist 1st Class Stephen Cornell.

According to Operations Officer, Lt. Michael Concannon, Reuben James

spent most of 2005 focused on the goal of becoming deployment ready. From this focus – and with support from local shipyard technical experts, sister warships on the Pearl Harbor waterfront and the families of her Sailors – the ship was able to deliver a series of standard-setting performances throughout the competitive cycle.

"I am extremely proud of what this ship and this crew have accomplished over the past year," said Concannon. "Reuben James' crew made enormous personal sacrifices to make their ship combat ready. Their hard work and the proficiency they developed during our training cycle made Reuben James shine during strike group exercises and continue to carry us as we sail into harms way."

Reuben James commanding officer, Cmdr. Logan Jones said the Battle "E" shows that the ship is part of the best destroyer squadron in the fleet.

"Any one of the eight ships in our squadron could have easily been given this award, and nobody would have complained," Jones said. "Each ship in Commander, Destroyer

Squadron 31 is exceptional in her own right and deserving of selection. We were honored and humbled that we were fortunate enough to get the nod."

Capt. Frederick W. Pfirrmann, commodore of Commander, DESRON 31 said he was "incredibly proud" of the ship's officers and crew.

"DESRON 31 is the Navy's largest destroyer squadron and we are blessed with eight of the Fleet's top performing frigates and DDGs," Pfirrmann said. "Reuben James' day-in, day-out commitment to excellence resulted in consistently superior performance across the entire spectrum of surface ship operations throughout this past year. When you consider the exceptional caliber of each ship of the squadron, winning the 2005 DESRON 31 Battle "E" marks "Fighting 57" as the best of the best!"

The Pearl Harbor based guided missile frigate departed earlier this month on a six-month Western Pacific and Arabian Gulf deployment in support of the global war on terrorism as part of Expeditionary Strike Group THREE (ESG 3).