

USS O'Kane lights up the skies

A Standard Missile 2 (SM-2) launches from the aft vertical launching system (VLS) aboard the U.S. Navy destroyer USS O'Kane (DDG 77) on July 7. The launch was part of a live fire exercise while participating in Rim of the Pacific (RIMPAC) 2006.

U.S. Navy photo by MC3 Marcos T. Hernandez

RIMPAC 2006 photos

See page A5

Sub wreck confirmed
as USS Lagarto

See page A2

Hopper Sailors help
Malaysian school

See page A4

NMCRS Fund Drive sets
new record

See page A6

Protecting Sea Turtles

See page B1



Experts confirm sunken sub is USS Lagarto (SS 371)

Commander Submarine Force Pacific and Naval Historical Center Public Affairs

Experts at the Naval Historical Center in Washington, D.C. have confirmed that a World War II submarine wreck found in the Gulf of Thailand last year is the USS Lagarto (SS 371).

Underwater archeologists at the center completed their examination of evidence obtained last month by Navy divers from USS Salvor (ARS-52) and Mobile Diving and Salvage Unit One, both based at Naval Station Pearl Harbor.

"We now know for certain that this is Lagarto," said Rear Adm. Jeffrey Cassias, commander of the Pacific Fleet submarine force. "I am grateful to all those involved in helping to bring closure to the families of these 86 men who died in service to our nation."

For 60 years, crewmembers' families did not know the exact circumstances surrounding the 86 submariners who perished. Lagarto was last heard from on May 3, 1945 as it was preparing to attack a Japanese convoy under heavy escorts in the Gulf of Thailand. Japanese war records later revealed that the minelayer Hatsutaka reported sinking a U.S. submarine at roughly the same time and location.

In May 2005, British wreck diver Jamie MacLeod reported finding the sunken Lagarto lying upright in about 225 feet of water. Though the documentation provided by MacLeod was compelling, Navy officials waited to see the wreckage for themselves before stating for certain that the wreck was Lagarto. The Thailand phase of exercise Cooperation Afloat Readiness

and Training, or CARAT, provided an opportunity for Navy divers to visit the site in June.

"During the initial planning conferences, we realized we would have a salvage ship very close to this site," said Cmdr. Tony San Jose, Seventh Fleet's diving and salvage officer. "So by incorporating this into CARAT, we would be able to bring closure to the families and at the same time accomplish some training objectives."

In preparation for that expedition, experts at the Naval Historical Center collected and reviewed all of their records about Lagarto, as well as their extensive holdings on Balao-class submarines. The center's team of historians and underwater archeologists obtained copies of the original plans and photos of Lagarto from the National Archives, consulted with the Wisconsin Maritime Museum in Manitowoc, Wis. where Lagarto was built, and traveled to Baltimore to inspect Lagarto's sister ship, USS Torsk (SS 493) which is now used as a museum.

Because the extreme depth would limit bottom time, the archeologists and historians prepared an extensive background package to direct the divers toward the physical features most likely to give clues to its identity. They recommended that the divers focus their efforts on several key features, including:

- The number of deck guns. Lagarto was one of only three World War II-era submarines known to have been fitted with two five-inch deck guns, one forward and one aft.

- The location of the anchor. Depending on the manufacturer, Balao-class submarine anchors were fitted to either the port or starboard side. Submarines built in



U.S. Navy photo by Chief Diver Jon Sommers

Navy divers, assigned to the salvage ship USS Salvor (ARS 52), searches for an identifying marker on the forward capstan of what is believed to be the submarine USS Lagarto (SS 371).

Manitowoc, like Lagarto, had theirs on the starboard side.

- Markings on the propeller. Naval Historical Center researchers examining the propeller of USS Pompon (SS 267) in Alexandria, Va. found Pompon's name was stamped on the hub.

- Markings on the forward capstan or torpedo-loading hatches. The inspection of Torsk revealed that its name was stamped in these places.

Salvor and USS Patriot (MCM 7) arrived on station June 10. Using coordinates provided by MacLeod, the Japan-based Patriot first pinpointed the location of the wreckage with its SQQ-32 sonar and remotely-operated mine neutralization vehicle. After conducting a precision anchorage directly above the wreck, divers from Salvor and Mobile Diving and Salvage Unit One spent the next six days carrying out a series of dives utilizing mixed gas of helium and oxygen.

The depths limited divers to just 20 minutes of bottom time

per dive, with two divers per dive. When each dive was completed, the divers had to spend one hour slowly ascending to the surface, followed by two more hours in a decompression chamber. Given these challenges, dives were limited to three per day, or 16 total over the six days.

"There's so much time invested in each dive because of the amount of decompression that is required to bring someone back up from that depth," said Navy Diver Chief Matthew Stevens of Salvor. "The main thing is getting down to the bottom, making sure I can clear, making sure that I'm doing what I need to do."

The divers remained in daily contact with the Naval Historical Center while they were on station, updating the Navy's underwater archeologists on their findings. Divers were quickly able to confirm the location of the wreck, the fact that it was a Balao-class submarine, the existence of two five-inch deck guns, and

the starboard location of its anchor. All of these factors indicated that it was Lagarto.

On the final dive, divers left a brass plaque on the capstan of the sub honoring the 86 Sailors believed entombed inside. Back on the surface, Salvor's crew held a memorial ceremony on deck. Crew members also took the time to read letters from family members and reflect on the tragedy that had befallen Lagarto's crew.

"We all kind of talked about what actually happened and what could have happened," said Gunner's Mate 2nd Class Byran Zenoni, a diver on Salvor. "To actually read what the families are saying and how much it really means ... it kind of gives you that extra push to really get the job done."

During their six days on station, the Navy divers took about 10 hours of video and 500 digital photographs, which were sent to the Naval Historical Center for analysis. Once there, experts began the long process of examining and evaluating all of the material.

In addition to the twin five-inch gun configuration and starboard anchor, researchers focused on a spot on the propeller where they had seen Pompon's name engraved during their inspection of that submarine. Divers were able to scrape away marine growth to show the letters "LA," which was probably part of Lagarto's name. They also saw the word "Manitowoc" engraved on the propeller. Lagarto was one of 28 submarines built in Manitowoc, Wis., of which four were lost during the war. None of the other three ill-fated Manitowoc submarines - USS

Robalo, USS Kete and USS Golet - were operating near the Gulf of Thailand when they were lost.

As part of their research of Lagarto, Naval Historical Center researchers interviewed retired Navy Capt. Robert Gillette of the Undersea Museum Foundation. Gillette, who was a submarine commander during World War II, agreed it was Lagarto.

"Manitowoc built a limited number of subs, which increases the probability that this sub is Lagarto," said Gillette. "It was common practice to put the name of the sub on critical parts, especially the propeller. There is no question in my mind that this wreckage is Lagarto."

Retired Rear Adm. Paul Tobin, director of the Naval Historical Center, lauded the work of the divers and his staff of historians and archeologists who helped to confirm the discovery.

"All of the hard work by Pacific Fleet and Naval Historical Center personnel has helped bring some closure to the families of the 86 men lost aboard Lagarto and has shed new light on one of the many mysteries of World War II," said Tobin.

Lagarto was one of 52 submarines lost on patrol during World War II. Cassias said that the legacy of the men who served on submarines continues to inspire submariners today.

"We owe a great debt to these men and to all of the World War II submariners," said Cassias. "In the world's darkest hour, they faced the greatest risks and demonstrated the most noble courage to preserve the freedom of our nation."

Hawai'i Navy News Briefs

Gate closure

Naval Station Pearl Harbor security will close Makalapa Gate to all traffic from 7:30 a.m. July 22 to 4 a.m. July 23 to facilitate repairs. During the closure, Halawa Gate operations will be modified to allow traffic from 7 a.m. to 10 p.m. July 22. Normal gate operations will resume July 23.

Navy Region Hawai'i consolidates legal assets

Region Legal Service Office Hawai'i

On July 1, a new organization, Region Legal Service Office (RLSO) Hawai'i, officially stood up as RLSO Hawai'i merged the Trial Service Office (TSO) Pacific with the legal personnel of Commander Navy Region Hawai'i and Naval Station Pearl Harbor Staff Judge Advocate (SJA) offices.

The new command will deliver the full range of command legal services through two departments. The military justice department will provide compre-

hensive, one-stop service for commands on a myriad of military justice issues, including review of investigations, non-judicial punishment and prosecution of court-martial.

The command services department will deliver the broad array of legal services previously provided by either an SJA or TSO command services department. Naval Legal Service Office (NLSO) Pacific will continue its separate mission of providing defense and legal assistance to individuals.

This consolidation is part of a major realignment of the judge advocate gen-

eral community. By combining several local legal offices that previously provided similar services, the RLSO will more effectively and efficiently focus these consolidated assets on serving the legal needs of all Navy Region Hawai'i commands.

Capt. Dean L. Dwigans, with Cmdr. Rebecca Conrad as his executive officer, will lead RLSO Hawai'i. All Navy Region Hawai'i commands may use RLSO Hawai'i for all command legal matters. Visit building 1746 at Naval Station Pearl Harbor or call 473-1379 for more information.

Drivers reminded to heed policy on cell phone use while driving

Karen S. Spangler

Editor

On Aug. 1, Navy Region Hawai'i base security will fully implement new guidance regarding cell phone use while driving on Navy installations.

The enforcement phase of the policy requiring drivers to use hands-free devices began on May 1. Last month, motor vehicle operators were given additional warnings about using cell phone ear devices.

The Department of Defense policy is aimed at reducing additional distractions that impede drivers from safely operating a moving vehicle.

"This is all part of an effort to keep our drivers' full attention on safely operating their moving vehicles," explained C.B. "Buff" Shaw, public safety director for Commander, Navy Region Hawai'i. "And restricting the use of ear devices such as blue tooth or ear buds is in accordance with



Commander Naval Installations Command cell phone policy," he noted.

Under the new policy, drivers may use hands-free cellular phone devices, including console/dash-mounted or otherwise secured cellular phones with integrated features such as voice activation, speed dial, speakerphone or other similar features.

Drivers cannot hold, dial, text or adjust a cell phone while the vehicle is in motion. However, passengers in the vehicle may continue to use cell phones or other similar, hand-held audio-visual devices.

The use of any portable, personal listening device worn inside the aural canal, around or covering the driver's ear while operating a motor vehicle, except for fire and emergency

response or law enforcement/security purposes, is prohibited. Prohibited listening devices include wired or wireless earphones and headphones (including blue tooth or similar technology), but do not include hearing aids or devices designed and required for hearing protection.

"The intent of this change is to eliminate distractions that are not related to driving - with the end result a change in driving behaviors," explained Shaw.

The policy applies to all military personnel, civilian employees, family members, contractors, tenants and visitors who operate motor vehicles on Navy shore installations. It also includes all areas where the Navy provides law enforcement, such as the Navy Exchange complex, Navy-Marine Golf Course and Navy housing areas.

The policy will affect drivers of all privately-owned motor vehicles while on Navy property, as well as operators of government-owned vehicles both on and off installations. The policy does not apply to fire and

emergency services personnel, emergency medical personnel, or law enforcement and security personnel while performing their official duties. However, emergency and security personnel are advised to be aware of the potential for driver distraction and to avoid the use of cell phones while driving as much as possible.

The citations will result in a three-point penalty assessed to the violator's driving record. If a driver accumulates 12 points within a 12-month period or 18 points within a 24-month period, they are subject to suspension of installation driving privileges for a period of up to one year.

All drivers, including military, civilians, contractors and visitors, who fail to comply with the policy are subject to administrative action. This could result in a loss of driving privileges on base and removal from or denial of re-entry to the base.

Information from studies and investigations provided by the National Transportation Safety

Board and the Insurance Information Institute show an increased number of traffic accidents related to cell phone use while driving.

Base security officials and local law enforcement remind drivers of the dangers of any type of distraction while driving. This includes not only the use of cell phones, but also other activities that may deter or reduce the driver's attention from driving. Such distracting activities frequently practiced by drivers include such habits as eating, drinking, trying to read a map or directions, disciplining children, putting on makeup, putting CDs into the CD player and tuning radios.

Whether or not it's a law or policy, law enforcement officials advise drivers that it is safer to pull off the road while talking on cell phones or dialing numbers on their cell phones.

For more information, contact your supervisor.

USS Hopper Sailors make difference at Malaysian school

USS Hopper (DDG 70)
Public Affairs

The Pearl Harbor-based, Arleigh Burke-class destroyer USS Hopper (DDG 70) participated in a community relations event with local elementary school children in Kota Kinabalu Malaysia on July 2. A group of 40 Hopper Sailors visited Lok Yuk Primary School and put a brand new coat of paint on the entire schoolhouse. On Monday morning, the children arrived for classes and discovered not only that their school looked new, but also that 21 Sailors had come to spend the morning with them.

All morning the playground rang with the shouts of laughter and excitement as Hopper Sailors showed the children



U.S. Navy photo

A Sailor from the USS Hopper helps a student at Lok Yuh Primary School in Kota Kinabalu, Malaysia with math problems. Hopper Sailors participated in a community relations project at the school on July 2. The Sailors painted the schoolhouse, played games with the children, and spent quiet time doing math problems and drawing pictures.

the basketballs, soccer balls and jump ropes they had brought with them and both groups learned some new twists on familiar games. Later in the morn-

ing, children and Sailors traded songs, challenged each other with math problems, and spent quiet time drawing pictures.

"I like seeing the children so happy. That's what matters most," commented Operations Specialist 3rd Class Octavia Ware. "It's hard to believe they share so well. There are only three jump ropes, four balls and some hula hoops for almost 300 kids, but they all take turns," said Damage Controlman 1st Class Derrick Hayes.

The children were even more impressed by the Sailors - they asked for autographs. "I felt like a movie star," said Ware with a smile.

Lok Yuk is a mission school where a student's tuition for one year is equivalent to \$6.50 in U.S.

dollars. There are more than 280 children attending classes in eight classrooms and a small library. The majority of the children come from families working in the local factories where the annual salary is approximately \$100 in U.S. dollars. Most families use an installment plan to pay the school's tuition. School is required to be in session at least 190 days of the year, although individual schools are welcome to extend that number. Lok Yuk does not have the money required to stay open extra days.

Janet Ong Pooi Huang, the headmistress of the school, will be retiring next year. What she says she wishes most is that the school be expanded into another building. "Every year I have to tell mothers

that their children cannot come here," she said. "It breaks my heart to watch their eyes crying, but you can see that we don't have enough room for the children who are already here." If visiting U.S. Navy ships follow Hopper's lead, that day could be on the horizon.

Hopper Sailors, seeing how little was required to make a significant difference in the lives of these children, eagerly contributed more than \$1,000 in individual donations to Lok Yuk. Money will help keep the school open extra days and pay the yearly tuition for approximately 150 children.

Hopper is currently deployed as part of the Cooperation Afloat Readiness and Training (CARAT) 2006 Task Group.

Hawaii Navy News



RIMPAC 2006

Rim of the Pacific Exercises



Top & below: Divers from Canadian Fleet Diving Unit Pacific, Australian Clearance Diving Team One, and U.S. Mobile Diving Salvage Unit One conduct dive evolutions during exercise Rim of the Pacific (RIMPAC) 2006.



Upper right: Helicopter rope suspension techniques (HRST) Master Explosive Ordnance Disposalman Chief Lyle White (right) from the U.S. Navy's Explosive Ordnance Disposal Group One (EODGRU-1) signals to Able Seaman Adam Hubbard from Australia's Clearance Diving Team One as he prepares to rappel from an HH-60H Seahawk helicopter from the "Golden Falcons" of Helicopter Anti-Submarine Squadron Two (HS-2) during RIMPAC 2006.

Bottom right: The Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) departs from Pearl Harbor, Hawai'i to participate in RIMPAC 2006.



U.S. Navy photos by MC2 Rebecca J. Moat

Navy-Marine Corps Relief Drive sets new record in fund raising

Jim Murray

Fleet Industrial and Supply Center,
Naval Station Pearl Harbor

"I'm very proud of all of you," said Rear Adm. Michael C. Vitale, commander, Navy Region Hawai'i, as he announced that the 2006 Navy-Marine Corps Relief Society (NMCRS) Fund Drive had set a new record for total donations. Vitale spoke at a July 5 ceremony at Sharkey Theater that recognized commands that went above and beyond the call of duty in this year's fund drive. The drive raised \$647,135.23, approximately \$20,000 more than last year's total.

Surpassing last year's total was not the only milestone reached by this year's fund drive. According to Paul Belanger, the executive director of the Navy-Marine Corps Relief Society, Hawai'i's Sailors and Marines continue to lead the nation in per capita donations.

"Sailors and Marines contributed an average of \$30.56 per person this year with Hawai'i ships giving a record \$48.72 per person," said Belanger. "The Hawai'i fund drive continues to exemplify the spirit of Sailors and Marines investing in themselves to take care of their own.



Rear Adm. Michael C. Vitale, commander, Navy Region Hawai'i (right), presents a check for \$647,135.23 to Paul Belanger, executive director of the Navy-Marine Corps Relief Society, Hawai'i and Pat Perry, director of the NMCRS Kaneohe Bay Office. On the left is Capt. Bob Carter, commanding officer, FISC, Pearl Harbor.

These contributions allow us to continue providing support to our Sailors, Marines and their families in time of need."

The fund drive ran from March 20 to May 5 and had solid support among Navy and Marine Corps commands. Ninety-eight activities – some of which had no military personnel and others of which had more than 2,500 – actively participated in fund-raising campaigns.

Vitale is the honorary chairman of NMCRS Hawai'i and Capt. Robert Carter, commanding officer of FISC Pearl Harbor, is the honorary chair-

person. Deserving much of the credit for the superb drive was CWO4 Dave Webb, the fund drive coordinator, and his assistant, Senior Chief Culinary Specialist (SW) Nestor Frando. Webb was quick to point out that the drive would not have been a success without the support of area coordinators and countless key persons.

"I'd like to thank all participating commands for their outstanding support," said Webb, "and BZ to all the area coordinators and key persons."

In addition, credit goes to all those people who bought baked goods and

rummage sale items, lined up to get their cars washed, or who otherwise went out of their way to patronize NMCRS fund-raisers.

Every penny raised is important to NMCRS, which receives no funding from the government. The relief society is a private, non-profit organization, and all its money stems either from private donations or from fund-raisers. One hundred percent of the contributions it receives are earmarked for people facing temporary hardships or emergency situations involving urgent medical care, home disasters, funeral expenses, food needs or essential transportation. Those who are eligible for NMCRS assistance include active duty and retired Navy and Marine Corps personnel, their family members and their survivors.

Vitale recognized commands in three different categories:

Highest Per Capita Award

- Ship**
1st place - USS Reuben James (FFG 57)
2nd place - USS Hopper (DDG 70)

- Submarine**
1st place - USS La Jolla (SSN 701)
2nd place - USS Olympia (SSN 717)

- Aviation**
1st place - COMPATRECONWING TWO
2nd place - HSL 37

•**Small Shore:**

- 1st place - Military Sealift Command
- 2nd place - DFAS Pacific

- Large Shore:**
1st place - FISC Pearl Harbor
- 2nd place - FACSFAC Ford Island

- Marines**
1st place - H&S BN Camp Smith
- 2nd place - HQ BN Kaneohe

Most Improved Over Previous Year Award

- Ship**
1st place - USS Port Royal (CG 73)
- 2nd place - USS Lake Erie (CG 70)

- Submarine**
1st place - USS Buffalo (SSN 715)
- 2nd place - USS Louisville (SSN 724)

- Aviation**
1st place - FMP MOCC
- 2nd place - COMPATRECONWING TWO (CPRW 2)

- Small Shore**
1st place - EOD MU3 DET MIDPAC
- 2nd place - COMNAVREG Hawai'i

- Large Shore**
1st place - MDSU One
- 2nd place - Naval Station Security, Pearl Harbor

- Marines**
1st place - Third Radio BN
- 2nd place - Third Marine Regiment

Team Spirit Awards

- USS Reuben James (FFG 57)
- Navy Exchange Pearl Harbor
- Fleet and Industrial Supply Center Pearl Harbor

Chief advancement quotas announced

Sharon Anderson

Chief of Naval Personnel
Public Affairs

Selecting more than 4,800 Sailors to join the ranks of chief petty officer this September, the Navy is achieving its goal to alleviate large fluctuations in advancement opportunity.

"This promotion cycle balances maintaining healthy and competitive advancements for our Sailors competing to wear khakis, while reducing large fluctuations in future cycles," said Vice Adm. J. C. Harvey Jr., Chief of Naval Personnel. "Our goal is to smooth advancement quotas from cycle to cycle in each rating."

Advancement opportunity is at 24.20 percent, a decrease of 2.77 percent from last year, but still 2.26 percent above fiscal year '06. Average advancement opportunity for the four previous cycles is 24.94 percent.

"We hope to keep our advancement opportunity from wide fluctuations from cycle to cycle," said Lt. Cmdr. Juliet Cook, advancement planner. "Right now we see future cycles' opportunity in the 24 or 25 per-

cent range."

The selection board, convened June 26 in Millington, Tenn., reviewed the records of 19,870 E-6s, an increase of 224 from last cycle, to fill the 4,808 quotas, a dip of 490 from the last board.

Six new or merged communities are part of the E-7 board for the first time this year. New for special warfare are four communities - Navy diver, explosive ordnance disposalman, special warfare boat operator and special warfare operator. Two new ratings from merging communities are the mass communication specialist rating, which merges journalist, photographer's mate, lithographer and illustrator/draftsman, and the personnel specialist rating, merging personnelman and disbursing clerk.

Notable opportunity increases this cycle are in the yeoman (submarines) rating with 68.75 percent advancement and 33 quotas, rising from 18.42 percent opportunity and seven quotas from FY '06 rates. Also showing strong opportunity is boatswain's mate at 60.78 percent with 203 quotas, rising from 46.29 percent and 181 quo-

tas last cycle.

Two communities seeing a decrease from FY '06 are quartermaster at 20.61 percent opportunity and 27 quotas, down from 69.79 percent and 152 quotas. Also declining is yeoman (GRP2), having just 8.73 percent opportunity and 29 quotas, dropping from 32.82 percent and 148 quotas the previous cycle.

Sailors looking for help studying for advancement exams can access the Advancement Exam Strategy Guide (AESG) provided by the Naval Education and Training Professional Development and Technology Center (NET-PDTC) at <https://www.advancement.cnet.navy.mil/study/asg/sailor/>. This computer-based tool provides insight into the advancement system, exam development and exam preparation strategies. It also gives specific information for each rating, with links to bibliographies, a master reference list, as well as topics and sub-topics for each paygrade.

A complete list of quotas will soon be available online at www.npc.navy.mil.

Sailors team up to improve Moanalua Elementary School

Story and photo by
OS2 Sunrise Nisperos

Commander Naval Surface Group,
Middle Pacific

In June, Sailors based in Hawai'i completed a project at Moanalua Elementary School (MES) by constructing a concrete pad for the school to use as a foundation for a storage shed.

The construction of the concrete pad took three non-consecutive days and involved personnel from Commander Naval Surface Group, Middle Pacific (COMNAVSURFGRU MIDPAC) along with assistance from the Seabees of Naval Facilities Engineering Command (NAVFAC) self-help, Hawai'i. The Joint Venture Education Forum (JVEF) provided funding for the project.

COMNAVSURFGRU MIDPAC is also actively involved in a "read aloud" program with the school where the children are encouraged to read to their mentors to improve their reading and comprehension skills.

Additionally, some of the funds provided by the JVEF will be used to further the mentorship program by providing books to supplement the school's library, which will be delivered to the school by the end of July.

According to Thomas Ai, MES vice-princi-



In June, Sailors based in Hawai'i completed a project at the Moanalua Elementary School by constructing a concrete pad for the school to use as a foundation for a storage shed.

pal, he is happy to have the support from the Sailors. "It is always welcome and wonderful to have our military partners help us create a safe, attractive and quality learning environment for our children."

One of the Sailors who helped with the project, Sonar Technician Senior Chief Anthony J. Warners, was delighted to get involved.

"We appreciate the opportunity to help our local community, especially the schools, because they do so much for our kids and Sailors," said Warners. "We just want to return the support and the favor."

Hawai'i Navy News Sports

U.S. Navy scores baskets, makes friends in Mauritius

Tanya Salseth-Feau

Bureau of International Information Programs, U.S. Department of State

Sailors from USS Reuben James (FFG 57), homeported at Naval Station Pearl Harbor, faced off in a friendly match against the Mauritian National Basketball Team on July 2 at the Phoenix Gymnasium in Mauritius. The game was organized by the Mauritian National Basketball Federation, in collaboration with the U.S. Embassy in Port Louis and the Mauritian Ministry of Sports and Youth.

Jean-Michel Sénéque, coach of the Mauritian National Team, said he expected "a very physical game," considering the "muscular" reputation of the American military. He was not disappointed—the two teams played an intense game, punctuated by numerous fouls and plenty of physical contact.

At halftime, the U.S. Sailors were trailing the Mauritians by 21 points. Even though the Reuben James crew rallied in the third quarter, the Americans never came within more than 10 points of their competitors. The Mauritians ultimately carried the game, breezing by the Americans with a 79-46 victory.

"It was a good match. The Mauritians are good players," said Reginald McCallum, who volunteered to provide some coaching to the group of 20 American Sailors. After getting in only a single practice the day before the match after weeks at sea, the team could have used some more practice, he admitted, adding, "It would have been nice to have a rematch."

But the match had no losers. The Mauritian team presented the American crew with a goodwill trophy in recognition of their gesture of friendship and the Sailors gave an embossed Navy plaque to Sylvio Tang, the minister of sports and youth, in commemoration of the Reuben James' visit to Mauritian waters.

More than 200 American Sailors have visited the island nation since June 28 as part of a scheduled Indian Ocean port visit. The Oliver Hazard Perry-class, guided missile frigate is commanded by Cmdr. Logan Jones. The ship is part of the U.S. 7th Fleet operating in the Western Pacific and Indian oceans. The 7th Fleet is the largest of the forward-deployed U.S. fleets, with approximately 50 ships, 120 aircraft and 20,000 Sailors and Marines assigned at any given time.



Photo courtesy of usinfo.state.gov

U.S. Charge d' Affairs Stephen Schwartz greets U.S. Sailors on July 2, after an invitational match with Mauritius's national basketball team.