

USS Salvor gets decommissioned, transfers to MSC

MC1 (SWAW) Keith Jones
Fleet Public Affairs Center
Detachment Hawai'i

USS Salvor (ARS 52) ended a 20-year career and was transferred to the Military Sealift Command (MSC) and rededicated as USNS Salvor (T-ARS 52) in a decommissioning ceremony held at Pearl Harbor's Bravo Pier on Jan. 12.

The ship was designed for salvage of stranded vessels, rescue and assistance, recovery of submerged objects and manned diving operations and commissioned June 14, 1986. Salvor first arrived in Pearl Harbor on Nov. 1 of the same year and has been patrolling and working in the Pacific for the past two decades.

"I am honored to end the proud history of USS Salvor - a history of outstanding service to our nation, our Navy and a history of dedicated crews that have come before us," said Lt. Cmdr. John C. Howard, USS Salvor's final commanding officer.

Howard, a Norton, Va. native, commanded Salvor for its most recent Western Pacific deployment where it participated in the Cooperation Afloat Readiness and Training (CARAT) exercise 2006.

Salvor and her crew also were able to positively identify the wreck of the U.S. Navy submarine, USS Lagarto (SS 371). The submarine was lost in battle in 1945 during World War II in the Gulf of Thailand. Salvor and her crews throughout the years have worked with many multi-

national exercises including Rim of the Pacific (RIMPAC) Exercise in 1990, with the Russian Federated Navy during Cooperation from the Sea in 1995, and performed salvage operations with the Republic of Korea during SALVEX '96.

Since returning last October from deployment, Salvor's crew was steadily at work preparing for the ship's transfer to MSC.

"I salute you for your tireless efforts, not only to operate Salvor, but to render her ready for transfer," said Rear Adm. T. G. Alexander, Commander, Navy Region Hawai'i and Commander, Naval Surface Group Middle Pacific, keynote speaker for the ceremony. "She looks magnificent. It's a tribute to your dedication and your hard work."

The ship has already undergone many modifications to prepare it for transfer to MSC, but will receive automation and control upgrades at Puget Sound Naval Shipyard in Bremerton, Wash. to prepare her for continued service, albeit with a smaller civilian crew.

Howard said that commanding the Salvor taught him how dependable and dynamic the U.S. Sailor can be.

"Regardless of the situation," said Howard, "whether it was a surprise or planned event, the crew of Salvor - every single member - was a vital participant and really made every event a success."

Capt. Wade Armstrong, Master of USNS Salvor, replaces Howard as commanding officer. The ship will operate out of Pearl Harbor.



U. S. Navy photo by William R. Goodwin

Sailors man the rails during the decommissioning ceremony held on Jan. 12 for the rescue and salvage ship USS Salvor (ARS 52). Designed to salvage stranded vessels, rescue and assistance, recovery of submerged objects and manned diving operations, USS Salvor was commissioned June 14, 1986 and first arrived in Pearl Harbor on Nov. 1 that same year. Most recently, Salvor returned from a scheduled five-month deployment to Southeast Asia in support of Cooperation Afloat Readiness and Training (CARAT) Exercise 2006. The ship was transferred to the Military Sealift Command (MSC) upon decommissioning and will be manned by MSC civil service mariners and is now USNS Salvor (T-ARS 52).

Navy names new aircraft carrier USS Gerald R. Ford

Department of Defense

Secretary of the Navy Donald C. Winter announced Jan. 16 the selection of Gerald R. Ford as the name of the first aircraft carrier in what will be the Gerald R. Ford-class of carriers.

The selection honors the 38th president



U.S. Navy photo by MCC Shawn P. Eklund

Secretary of the Navy (SECNAV), the Honorable Dr. Donald C. Winter speaks to an audience of 300 during the official naming ceremony of the USS Gerald R. Ford (CVN 78), the first aircraft carrier in the Ford class of carriers.

of the United States and pays tribute to his lifetime of service in the Navy, in the U.S. government and to the nation.

"President Gerald R. Ford provided the United States great leadership at a time of constitutional crisis," said Winter. "I am honored to have the opportunity to name the first ship in the new class of aircraft carriers after this great Sailor, this great leader, this great man."

Born in Omaha, Neb. in 1913, Ford grew up in Grand Rapids, Mich. He starred on the University of Michigan football team where he was a center and team's most valuable player in 1934. After graduation, he attended Yale Law School where he served as assistant football coach while earning his law degree.

During World War II, he attained the rank of lieutenant commander in the Navy and served on the light carrier, the USS Monterey. After the war, he returned to Grand Rapids where he began the practice of law and entered political life.

Ford was the first vice president chosen under the terms of the 25th amendment and, in the aftermath of the Watergate scandal, succeeded the first president ever to resign - serving as the 37th vice president (1973-1974) and the 38th president of the United States (1974-1977). Prior to becoming vice president, he served for more than eight years as the Republican minority leader of the House of Representatives as a representative from Michigan's fifth Congressional district.

USS Gerald R. Ford (CVN 78) will be the premier forward asset for crisis response and early decisive striking power in a major combat operation. The carrier and the carrier strike group will provide forward presence, rapid response, endurance on station, and multi-mission capability.

Gerald R. Ford and subsequent Ford-class carriers will provide improved war fighting capability, quality of life improvements for Sailors, and reduced acquisition and life cycle costs.

USS Port Royal grants a wish



U.S. Navy photo by Lt. Mark Tanis

Ten-year-old Micah Vaughn and his family from Erie, Pa. were guests aboard the USS Port Royal (CG 73) during a visit to Pearl Harbor on Jan. 16. Micah has a blood disorder and his wish was to visit Pearl Harbor. His visit was made possible by the Make-a-Wish Foundation. Capt. David Adler hosted the family and Ensign Jeremiah Slack took them on a tour of the ship, all capped off by lunch in the wardroom. Micah was presented with a flag that flew over Port Royal, a signed photograph and a ship's coin.



USS Hopper change of command

See page A-2



Pearl Harbor waterline project

See page A-4



MDSU One salutes Copernicus Award winner

See page A-2



Hawai'i National Volcanoes Park

See page B-1

Sunlight powers up Merry Point Landing at night



U.S. Navy photo by Denise Emsley

Clint Miller, Naval Facilities Engineering Hawai'i facility manager, showcases the photovoltaic solar panel that provides electricity to Merry Point Landing.

Krista Stehn

Naval Facilities Engineering Command Hawai'i Energy Team

In Hawai'i, we are fortunate to have an abundance of sunshine throughout the year. It not only enables us to enjoy the beaches and other outdoor activities, but the sun is also a great source of electrical power.

Navy Region Hawai'i has tapped into this plentiful energy source, using it to support the region's electrical power needs. One example of this is the solar powering of a small boat landing at Pearl Harbor.

The Merry Point Landing Photovoltaic (PV) Project was completed approximately five months ago. Originally, power for the landing was supplied by power lines from Bravo Piers that were installed in the 1930s.

In 2002, this duct work collapsed due to saltwater corrosion. At that time, Clint Miller,

Navy Facilities Engineering Command (NAVFAC) Hawai'i facility manager, began looking for various alternatives to restore electricity to the landing.

Miller discovered that PV solar energy was a good option. It was a less expensive, more reliable, and long-term energy savings solution for the landing.

"Projects such as the Merry Point Landing PV Project are great examples of how to use solar electricity when alternatives are either too costly or impractical," said Miller. "I strongly encourage everyone to explore alternative sources of energy, like photovoltaic, rather than simply relying on traditional forms of electricity."

Photovoltaic or PV solar energy is a proven technology that uses solar cells to provide electricity. Solar cells produce direct current electricity from the sun's rays which can then be used as a principal or supplementary source of electrical power.

Today, Merry Point Landing has one PV solar panel that provides up to five nights of lighting. According to Miller, the PV solar panel "provides restorable, dependable and convenient lighting for the landing."

Electricity from the sun is a versatile technology and the project at Merry Point Landing is one of many solar energy projects implemented by Navy Region Hawai'i. Other current uses of solar energy by the region include photovoltaic street lights and traffic signs on Pearl Harbor and solar water heating in Navy family housing.

"I applaud Clint for his aggressive pursuit of energy efficient projects and his foresight to use renewable energy in his projects," said Kevin Saito, NAVFAC Hawai'i energy manager. "If more facility managers followed his lead, the region would soon be the leader in the Navy's energy efforts, as well as paying a lower energy bill."

USS Hopper welcomes new commanding officer

Story and photo by MC2 (AW/SW) Justin P. Nesbitt

Fleet Public Affairs Center Detachment Hawai'i

USS Hopper (DDG 70) took part in a Navy time honored tradition of passing command from one skipper to another at a change of command ceremony held at Naval Station Pearl Harbor's Bravo Pier on Jan 12. Cmdr. Jeffrey W. James relieved Cmdr. Peter M. Driscoll as commanding officer of the Pearl Harbor-based guided missile destroyer.

Driscoll assumed command of the Hopper in March 2005. During his tour as commanding officer of Hopper, the ship took part in a Cooperative Afloat Readiness and Training cruise and participated in six bi-lateral exercises.

"Time has flown like the wind

and it tends to do so when you're having fun. I have truly enjoyed it all," said Driscoll. "To the crew, I stand in awe of all that you have accomplished over the last 22 months, the conditions under which you have flourished, and your resilience and dedication."

On hand for the event were the Hopper's 330 crew members as well as other local unit commanders and family, including Commander, Destroyer Squadron 31, Capt. Fredrick Pfirrmann, keynote speaker for the change of command.

He remarked about the Hopper's good will and successes under Driscoll's command.

"Congratulations on a fabulous command tour. You have completed your mission. You have made a difference," Pfirrmann said. "Hopper's efforts will provide lasting good will for the years to come."

Pfirrmann also welcomed James to the Hopper as well as to the DESRON 31 family.

"Welcome to the Ke Koa O Ke Kai of DESRON 31 and the band of brothers that leads the ships of the Pearl Harbor waterfront," he said.

The orders were read and then executed and James took the reins as new commanding officer of Hopper.

"What an honor and privilege it is to be given the opportunity to command a ship as great as the USS Hopper," said James. "There is no other endeavor I would rather take than this one."

Now that his tour in Hawai'i is complete, Driscoll will report as executive assistant for Commander Third Fleet in San Diego.

USS Hopper is one of six guided missile destroyers that are homeported at Pearl Harbor, Hawai'i.



Cmdr. Jeffrey W. James relieved Cmdr. Peter M. Driscoll as commanding officer of the Pearl Harbor-based, guided missile destroyer, USS Hopper, during a change of command ceremony at Naval Station Pearl Harbor's Bravo Pier on Jan 12.

MDSU One salutes Copernicus Award winner

Lt. Chris Wolff

Mobile Diving and Salvage Unit One Public Affairs

Information Systems Technician 1st Class Ryan Broyles, currently assigned to Mobile Diving and Salvage Unit (MDSU) One at Naval Station Pearl Harbor, was named a Copernicus Award winner for 2006.

In a recent message to the fleet, the Armed Forces Communications and Electronics Association (AFCEA) and the U.S. Naval Institute announced the Copernicus Award winners for 2006.

Broyles, a native of Tipton, Mo., was one of only 26 Navy, Marine and Coast Guard officer, enlisted and civilian personnel who were chosen for the prestigious award which recognizes significant contributions to the advancement of military communications.

He will receive formal recognition at a banquet held for all Copernicus Award winners on Jan. 31 in San Diego, Calif.

He was recognized for his development of MDSU One's command and control suite from an empty, excess expandable light air mobile



IT1 Ryan Broyles

system (ELAMS). His leadership and forward thinking resulted in the development of an enhanced field command and control system that includes satellite communications, secret and unclassified computer land area networks, global command and control - maritime (GCCS-M), and com-

mand and control personal computer.

These capabilities, along with an increase in network capacity, enabled MDSU One to develop from a single card table with a field radio into a modern task group level communications suite that can simultaneously control multiple detachments in support of expeditionary operations.

When asked what he thought of receiving such a prestigious award, Broyles stated, "It is a genuine honor to receive such high recognition from my peers." He also gave high praise to MDSU One. "My assignment at MDSU has been both rewarding and challenging and I would rank it as one of my best tours in the Navy to date," he said.

Mobile Diving and Salvage Unit One is an expeditionary diving and salvage command and part of Commander, Naval Expeditionary Combat Command which was established in January 2006. It combines diving and salvage, explosive ordnance disposal, combat camera and SEABEE units under one umbrella to standardize the manning, training and equipping of expeditionary forces.

Damage control at the wet trainer



U.S. Navy Photo by MC2 Justin P. Nesbitt

Damage Control Fireman Apprentice Ashley Lorenz approaches a hole with a bucket patch during the 2007 DC Olympics Held at the damage control wet trainer on Pearl Harbor. The DC Olympics are an annual event held at Pearl Harbor sponsored by Afloat Training Group Middle Pacific to help increase shipboard fire team readiness and camaraderie through a fun and practical means.

Hawaii Navy News Editorial

Focus on drug and alcohol awareness

FORCM (SS/SW) Dean Irwin

Commander, Naval Submarine Forces



FORCM (SS/SW) Dean Irwin

As we look forward to an exciting new year, many Sailors are looking to accomplish new goals and set the scene for where they are headed in 2007.

With high expectations from senior leaders and peers, it is easy for many Sailors to develop unhealthy habits in the process of tackling their newly-established efforts. Two of the most common habitual habits come into play when drugs and alcohol are consumed.

To help decrease drug attrition in the new year, Sailors can expect a highly visible and unpredictable urinalysis testing schedule. This method of deterrence has been used across the fleet, raising urinalysis compliance 13 percent since last fiscal year. The increase in compliance resulted in a 19 percent decrease in drug attrition last year alone.

Consider how detrimen-

tal incidents of drug and alcohol abuse are to a Sailor's career and personal life. The negative effects are placed not only on the Sailor, but also impact mission readiness.

To aid in the awareness and prevention, you are encouraged to support the overall goal of reducing drug and alcohol attrition. Documentation of DUI [driving under the influence] offenses in [service] member's annual evaluations and putting measures in place such as the Safe Ride Programs and command awards for an established number of days without an alcohol-related incident can make the difference in maintaining good order and discipline.

The use of alcohol should be done with safe and responsible behavior. Be safe and let's have a great 2007.

CNO discusses Navy's future



U.S. Navy photo by MC1 Chad J. McNeeley

Chief of Naval Operations Adm. Mike Mullen holds an all hands call on Jan. 9 with students assigned to the Naval War College. During the all hands call, Mullen discussed the future of the Navy, individual augmentees in the global war on terrorism, deck plate leadership, and took questions from the audience.

Commentary

Your Money Matters



Choosing and using credit cards

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Pearl Harbor Fleet and Family Support Center

Credit is big business in America. Interest on consumer purchases brings over \$100 billion into the economy each year. With so much money to be made, it is no wonder that consumers have so many credit cards from which to choose. Choosing carefully among cards and using credit wisely can make a big difference in how much credit costs. Here are some tips on winning with credit:

- **Compare the advantages when choosing among credit card offers.** Many credit cards have special features that may make them more desirable than others. Examples would include no annual fee, lower interest rates, a grace period, free air miles, cash back, or some other incentive.
- **Pay close attention to fees.** Possible fees include charges for being late, over the limit, and taking cash advances. Avoid situations where fees are imposed to reduce your total credit cost.
- **Ask for better terms.** Ask your credit card company to reduce your interest rate or drop the annual fee. Often they will oblige to keep your business.
- **Limit credit purchases.** Credit should be used carefully. Use

it only for items that gain in value, such as a home purchase, or for convenience, such as an emergency airplane ticket.

• **Pay the balance in full.** Credit cards can be useful tools but, if only the minimum payment is made, they can also be expensive ones. Paying the balance each month allows the user to take advantage of the convenience of credit cards without becoming mired in making minimum payments that do little to reduce debt.

• **Allow yourself only one credit card for the upcoming holiday shopping.** Credit cards should be used only to improve cash flow and collect frequent flyer miles. Anyone using credit cards to pay for Christmas in December will probably start the New Year with a spending hangover. Decide how much you can afford to pay off in January and then charge that much and no more. Say it's \$500. Keep your receipts and subtract each one from the balance, as if you're using a checkbook. Better yet, use a debit card or checks. Some charges may squeak through. But you won't dread opening January bills.

For more information on credit cards or the many financial education programs offered at the Pearl Harbor Fleet and Family Support Center, call 474-1999.

Christening Battleship Missouri



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

Margaret Truman, Missouri's sponsor, christens the ship during launching ceremonies at the New York Navy Yard, on Jan. 29, 1944. Looking on are (left to right): Rear Adm. Monroe R. Kelly, New York Navy Yard commandant; Rear Adm. Sherman S. Kennedy, USN; and Senator Harry S. Truman of Missouri, the sponsor's father.

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U.S. Navy photo by MCC Jerry McLain

Nimitz-class aircraft carrier USS John C. Stennis (CVN 74) steams out of Naval Base Kitsap Bremerton, Wash. on Jan. 16 as it starts a scheduled seven-month deployment. Stennis will embark Carrier Air Wing Nine (CVW-8) in San Diego before they head toward the Fifth Fleet area of responsibility.

USS John C. Stennis deploys with Carrier Strike Group 3

MC2 (AW/NAC) Eric J. Rowley

Fleet Public Affairs Center Detachment Northwest

USS John C. Stennis (CVN 74) Sailors said goodbye to their family members and friends Jan. 16 as the ship departed Naval Base Kitsap Bremerton, Wash. for San Diego to onboard Carrier Air Wing (CVW) 9. The carrier, with its embarked air wing, USS Antietam (CG 54), and USS Preble (DDG 88), will deploy from San Diego on Jan. 20.

USS O'Kane (DDG 77) and USS Paul Hamilton (DDG 60) will deploy from their homeport of Pearl Harbor, Hawai'i.

Stennis is the flagship for Commander, Carrier Strike Group (CCSG) 3, headed by Rear Adm. Kevin M. Quinn.

"I'm ready for deployment," said Machinist's Mate Fireman Josh Layton. "They gave us a heads-up to get our stuff in order and they gave us plenty of

time for leave to see our families."

Stennis' embarked air wing consists of the F/A-18C Hornet, F/A-18E/F Super Hornet, EA-6B Prowler, E-2C Hawkeye 2000, C-2A Greyhound and SH-60F/HH-60H Seahawk. The aircraft can be used to conduct strikes, support land battles, protect the CSG or other friendly ships, and implement a sea or air blockade.

The John C. Stennis Strike Group will operate in the Persian Gulf region with the Eisenhower Carrier Strike Group, already in the Central Command area of operations. The presence of two aircraft carriers, while not unprecedented, demonstrates U.S. resolve to bring security and stability to the region.

These strike groups will support Operation Enduring Freedom, Operation Iraqi Freedom and Combined Joint Task Force Horn of Africa, and will conduct maritime security operations. They will also work closely with allies to build regional security and long-term stability.

Stennis has a flight deck of about 4.5 acres and towers nearly seven stories above the sea. The ship is capable of carrying a crew of about 5,600 Sailors, more than 3.5 million gallons of fuel, 70 aircraft, and enough weapons and stores for extended operations without replenishment.

The ship's two nuclear reactors give it virtually unlimited range and endurance and a top speed in excess of 30 knots. The ship's four catapults and four arresting gear engines enable it to launch and recover aircraft rapidly and simultaneously.

Some Stennis Sailors are looking forward to some of the challenges ahead as well as time to receive shipboard qualifications.

"The thing I'm looking forward to the most is just learning my rate," said Quartermaster Seaman Recruit Catherine J. Schools. "My dad who is a retired chief says the first time you get to see a sunset at sea, you will know why you joined the Navy."

Pearl Harbor waterline project – 3,000 feet remaining

Story and photo by Denise Emsley

Naval Facilities Engineering Command Hawai'i Public Affairs

What if you turned on your water tap at home or at work and found out there was no water? Just think, you could have suds in your hair, dirty dishes in your sink, and parched flowers just outside your door. Since you, along with most everyone else, do not like being inconvenienced, your expectations probably do not take into account that water systems can fail if they are poorly maintained, or have outlived their normal lifecycle.

To protect Navy water users from broken pipes and water shut downs, Naval Facilities Engineering Command, Hawai'i's (NAVFAC Hawai'i) utilities employees are close to finishing a three-phased, \$13 million project that began in January 2002. It is expected to be completed by this summer.

The project calls for the replacement of 15,850 feet of 24-inch/18-inch cast iron waterline, installed in the 1920s, with new 30-inch/24-inch/18-inch ductile iron line. The new Navy waterline will extend from the Command Pacific Fleet Boathouse, past the Arizona Memorial Visitor Center, onto Fleet Industrial Supply Center, past Naval Station's submarine base area to Nimitz Gate, down South Street, right at Paul Hamilton Street, and will end at the harbor control tower on Pearl Harbor Naval Shipyard.

This line brings water from the Navy's main water shaft at Waiawa in Pearl City to a multitude of Pearl Harbor customers. The new pipeline is larger in some sections and can accommodate higher water pressure, allowing more water to be moved through the line to customers.

"This project has been steady work that has pro-



Currently, waterline efforts are in phase three in operation on Paul Hamilton Street. Work will continue toward the Pearl Harbor Naval Shipyard area. The project has less than 3,000 feet of waterline left to complete and will end at the harbor control tower next to building one.

gressed as expected," said Mitchell Sakai, project engineer. "On most days, crews are able to install about 40 feet of pipeline a day. Every so often, we have to deal with other existing utility lines. Then the crew is required to do a lot of hand shoveling to make sure those systems remain undamaged."

Currently, waterline efforts are in phase three in operation on Paul Hamilton Street. Work will continue toward the Pearl Harbor Naval Shipyard area. The project has less than 3,000 feet of waterline left to complete and will end at the harbor control tower next to building one.

"By using NAVFAC Hawai'i utilities personnel for this project, the Navy saved approximately \$300 per square linear foot or \$4.755 million," said Sakai. "The Navy first looked at contracting this job out, but found in-house forces would be able to complete the job more cost effectively."

Replacement of the old 1920s pipeline with a newer line is very important for the health of the Navy's Pearl Harbor water system. And, by keeping it in good repair, it is less likely to fail.

Pearl Harbor Highlights

SURFACE LINE WEEK



Team members attempt to patch a ruptured pipe during the 2007 DC Olympics held at the CNE Damage Control Wet Trainer on Pearl Harbor.

U.S. Navy photo by MC2 Justin P. Nesbitt



(Above) Damage Controlman 2nd Class Jeffries starts and operates a P-150 fire pump during the 2007 DC Olympics.

U.S. Navy photo by MC2 Justin P. Nesbitt



(Right) Chief Information Systems Technician Eddie Granger, assigned to the Oliver Hazard Perry-class guided missile frigate USS Crommelin (FFG 37), drives toward the net to score a basket during a 3 on 3 basketball tournament at Bloch Arena gym aboard Naval Station Pearl Harbor. The basketball tournament is one of several competitions taking place this week for the annual Surface Navy Association Surface Line Week. Surface Line Week consists of a series of competitive events designed to promote rating skill development, physical readiness, teamwork, esprit de corps and sportsmanship among the surface ships.

U.S. Navy photo by MC1 (SW/AW) James E. Foehl



(Above) Electricians Mate 3rd Class Nick Fluhr, assigned to Oliver Hazard Perry-class guided missile frigate USS Reuben James (FFG 57), slam dunks a basketball during a 3 on 3 basketball tournament at Bloch Arena gym aboard Naval Station Pearl Harbor. The basketball tournament is one of several competitions taking place this week for the annual Surface Navy Association Surface Line Week.

U.S. Navy photo by MC1 (SW/AW) James E. Foehl

(Left) Hull Technician 1st Class Robert Thompson grabs shoring timber off the bulkhead during the 2007 DC Olympics

U.S. Navy photo by MC2 Justin P. Nesbitt

Navy on right track for traffic safety

April Phillips

Naval Safety Center Public Affairs

Motor vehicle safety is one aspect of mission readiness that often goes unnoticed, but in a complete turnaround from fiscal year 2006, the Navy is off to its best year ever as Sailors use risk management strategies to stay safe on the roads.

During fiscal year 2006, 78 Sailors lost their lives as a result of incidents involving motor vehicles, according to Cmdr. Ed Hobbs, who leads the Naval Safety Center's data management and analysis team. He said that as of Jan. 3, 2007, 13 Sailors had been killed, a 55 percent reduction compared to the same time period last year.

While mission readiness goals often focus on training and manning levels, Capt. William Glenn, head of the shore safety directorate at



Photo illustration

the Naval Safety Center, believes it is important to include traffic safety in the equation.

"It affects the smaller units more, but all of the units are affected," he said.

Glenn pointed to four Sailors stationed in the

same department aboard USS Abraham Lincoln (CVN 72) who were killed in a traffic accident last year.

"It was one single event that was devastating to the ship," said Glenn. "From a morale standpoint, the effect it has on the crew and the

people they worked with cannot be overstated."

Lincoln was about to complete a scheduled shipyard-maintenance period and was in a crucial part of its training cycle, making the blow to mission readiness especially heavy.

"All of these incidents have some effect on readiness. It's a hole that is not easily filled, especially when you're talking about someone who's been through their whole training track," Glenn said.

Chuck Roberts, head of the safety center's traffic safety division, agreed with Glenn.

"A chain is only as strong as its weakest link and if that link breaks, the whole chain breaks. That's what happens when you lose someone as a result of a traffic accident," said Roberts.

Fiscal year 2006 was the worst in 12 years in terms of private motor vehicle mishaps - so Navy leaders took action. A committee of

flag officers formed the Navy Executive Safety Board, which meets periodically to discuss new safety initiatives. According to Hobbs, these leaders have focused a lot of their attention on motor vehicle safety since it is the leading cause of death for Sailors.

Using tools provided through coordinated campaigns from the Naval Safety Center, ships' commanders have made traffic safety a priority.

"Traffic safety is all about risk management," said Capt. David C. Dykhoff, USS George Washington (CVN 73) (GW) commanding officer.

"In almost every accident involving a Sailor, we find that there were some elevated risk factors. The good news is that we can control whether or not we put ourselves in situations where we know we'll be at higher

risk, particularly situations such as driving while intoxicated, fatigued, or without seat belts. Those risk factors represent, to steal a line from Tom Clancy, a 'clear and present danger' to our bodies, our family members, our fellow motorists, and the operational readiness of our commands," explained Dykhoff.

He said George Washington supports safety through education, mentoring, and the implementation of the GW Safe Cab program, where Sailors can get a ride back to the ship if they've had too much to drink.

One of the new tools Roberts and his staff are developing is a Web-based test that will assess high-risk driving behavior. They hope to use this tool to identify Sailors who need intervention in the form of additional driver's education and awareness.

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Master Chief Petty Officer of the Navy office turns 40

MCCS (SW/AW) Bill Houlihan

MCPON Public Affairs

At a retirement ceremony Jan. 12, one day prior to the fortieth anniversary of the inception of the Master Chief Petty Officer of the Navy, MCPON (SW/FMF) Joe R. Campa Jr. reminded chief petty officers here what he expects of them as deckplate leaders.

Addressing a number of area

chiefs at the retirement ceremony of Master Chief Electronics Technician (SW) Mickey Manes, Campa recalled the chief petty officers who led and trained he and Manes as they grew up in the Navy, and said he envisions a return to their traditional type of leadership.

"Those chiefs were cut from a cloth of leadership that I want to blanket the Navy with today," said Campa. "They had something I like

to refer to as 'CPO presence.' When they walked into a space, the tone of the entire space changed. They were uncompromising leaders."

Campa said that when Del Black was appointed the first MCPON in 1967, his goals were similar to those of Campa's 40 years later.

"MCPON Black was a true chief. He knew the value of communication, of listening to his Sailors, and the absolute need for our community to take on the role of standard

bearers, to enforce those standards amongst ourselves as well as up and down the chain of command," he added.

The eleventh master chief to hold the position, Campa said that the nine men who followed Black each entered the office with one goal in mind - the development of the enlisted force as Sailors and people.

"Each of us has had our own style and way of doing things, but

there has been a constant theme for 40 years from Del Black to Tom Crow to John Hagan to me: providing Sailors the best opportunity to succeed," he said.

Campa echoed that in his remarks at Manes' retirement ceremony. He said that as a Sailor's character strengthens, so too will his commitment to the Navy.

Campa and Manes served together on USS Frank Cable (AS 40) from 2003 to 2005.

Battleship Missouri Memorial says 'mahalo' with Crew Members' Day

USS Missouri Memorial Association

Exclusive sneak peaks into previously off-limits spaces aboard the Battleship Missouri Memorial, a boat tour of Pearl Harbor, stories from its Hawaiian and military history, and accounts of life at sea from the world's last battleship captain - these are a few highlights being planned for the USS Missouri Memorial Association's seventh annual Crew Members' Day on Jan. 27.

Held each year in honor of the 'Mighty Mo's' supporters, Crew Members' Day 2007 will mark the 63rd anniversary of the battleship's launching from New York Naval Shipyard.

"Crew Members' Day is our way of saying 'thank you' to participants in our 'Heroes of the Mighty Mo' membership program," said Don Hess, president and chief operating officer of the association. "We have quite a full day in store for 2007 participants. Activities will include the opportunity to be among the first to experience the newest addition onboard the battleship, the CPO Legacy Center. Located in Chiefs' Country, the first-of-its-kind CPO Legacy Center is dedicated to the legacy of the Navy's chief petty officers."

Retired U.S. Navy Capt. Albert Lee Kaiss, the 20th and 23rd captain of the USS Missouri, will also share his experiences and recollections as the world's last battleship captain. A resident of San Diego, Kaiss is traveling to



U.S. Navy photo by William R. Goodwin

The decommissioned battleship USS Missouri (BB 63) is illuminated by the setting sun during a tribute ceremony for retired Chief Boatswain's Mate Harold B. Estes.

Hawai'i for Crew Members' Day.

Each year, Crew Members' Day features behind-the-scenes tours of operations at the Battleship Missouri Memorial in Pearl Harbor and interaction with staff and volunteers to answer questions about current and future programs, exhibits and events.

In 2007, participants will experience a significantly expanded and detailed tour compared to previous years, complete with histori-

cal experiences and tours that go beyond the Missouri. The day's activities will include:

7:30 a.m. Visit to USS Utah Memorial on Ford Island.

8:00 a.m. Flag raising ceremony at the USS Utah Memorial (afterward, participants will re-board the shuttle for transport to the Battleship Missouri Memorial).

8:45 a.m. History of Pearl Harbor by Kamaki Kanahale.

9:30 a.m. White boat tour of Pearl Harbor departing from Pier Foxtrot 2.

10:30 a.m. Tour of CPO (chief petty officer) Legacy Center.

11:30 a.m. Lunch.

12:15 p.m. Experiences and recollections of the USS Missouri's last captain, Capt. Lee Kaiss (the world's last battleship captain).

Crew Members' Day is an exclusive benefit for participants in the USS Missouri Memorial

Association's 'Heroes of the Mighty Mo' membership program. However, those who are not currently members, but wish to participate in Crew Members' Day can still do so if they sign up for a membership by today. For more information, call (808) 423-1260 or e-mail development@ussmissouri.org.

The USS Missouri is the world's last battleship, best known for her role as the site of Japan's formal World War II Instrument of Surrender. Following an astounding career spanning five decades and three wars (WWII, Korea and Operation Desert Storm), the 887-foot, 45,000-ton 'Mighty Mo' is now open to visitors in Pearl Harbor as the Battleship Missouri Memorial.

She remains an American icon under the tireless care of the USS Missouri Memorial Association, Inc., a private Hawai'i-based 501(c)(3) non-profit organization whose mission is to create and maintain a fitting memorial to the people and historic events reflecting our nation's proud legacy of duty, honor, strength, resolve and sacrifice.

The memorial is supported by admissions, retail and concession sales, donations, grants, and the work of volunteers. It is not supported by government funding. The association was formed in 1994 and includes a cross-section of leaders from Hawai'i's business, civic, political and retired military communities. President George Herbert Walker Bush is the memorial's honorary chairman of the board.

Training, teamwork key to 45 years of Navy SEALs

MC2 (SW)
Brian P. Biller

Naval Special Warfare
Public Affairs



January marks the 45th anniversary of the inception of the Navy's SEAL (sea, air, land) teams. From those early days of the SEALs, it has been the intense training and brother-like bond for their teammates that has forged the core of the naval special warfare community.

Prior to 1962, there were forces in place that did some of the jobs performed by today's SEALs, many whose roots and manpower were integral in the forming of the first teams.

"The SEALs officially came from the underwater demolition teams (UDT)," according to Roger B. Clapp, Naval Special Warfare (SPECWAR) Command force historian. "But you can really trace the SEAL heritage back to the scouts and raiders and naval combat demolition units which were active only during World War II."

"They needed 100 volunteers for this demolition outfit," said retired Lt. Joseph DiMartino, who found himself a 17-year-old seaman on the beaches of Normandy on June 6, 1944. DiMartino stayed in the community and eventually became one of the original members or 'plank owners' for SEAL Team Two.

"It was a lot of training. I mean we had a line of schools that we had to go through and they were fantastic," he said, "like Ft. Bragg special weapons - you know, all kind of foreign weapons, HALO (high altitude low opening) parachuting."

Back in the early days, the SEALs technology was not as advanced as today.

"We had swim trunks, blue and gold shirts, coral shoes and a k-bar," said retired Master Chief Boiler Technician (SEAL) Peter P. Slempa Jr., SEAL Team One plank owner. "The only weapon that was reliable in the surf was the .45 cal. 'grease gun.'"

Slempa also echoed the rigorous training schedule.

"The training pipeline was hectic," he said. "We attended Army basic airborne at Ft. Benning, arctic survival with the Royal Canadian Air Force, and jungle survival in Panama."

In addition, Slempa said they received Vietnamese language training and other training as it became available.

Slempa added that the caliber of personnel has not changed though.

"We were and are the best there is," he said.

"Today's SPECWAR SEALs are the best fighting force the armed forces have," DiMartino added.

"A lot of people think we make SEALs here," said Senior Chief Special Warfare Operator (SEAL) Daniel Gearhart, basic underwater demolition / SEAL (BUD/S) first Phase leading chief petty officer. "We don't. We find them. It's like diamond mining, you gotta' throw out a lot of dirt and you gotta' dig through and get your hands dirty and find SEALs, because you don't make them."

Gearhart is not the first member of his family to be a SEAL.

"My father was in Class

Gearhart. "I grew up around those guys and thought it was kind of neat and the lifestyle was attractive to me."

Twenty years later, Gearhart imparts his wisdom to new recruits, drawing from the chiefs and senior chiefs who were in Vietnam and trained him.

"The student has changed," he said, "When I went through, I was the norm. I was a young kid, didn't really fit into the college mode, and didn't really want to start a nine to five - I wanted more. And now the young recruit that comes in

usually has a college degree or some college. He's a lot smarter. They ask a lot more questions, so the training has changed to meet what we need, but the rudimentary core elements of our training haven't."

Gearhart added that while a lot of the training has evolved, it hasn't necessarily changed, and while some of the specific missions for deployed SEALs may have changed, the overall mission has not.

"We are, I think, the first choice when it comes to hitting the target. I think battlefield commanders want

SEALs to do the job and they wanted them back then because they were the best at it. They want them in Afghanistan and Iraq now because they're going to get the job done," he said.

When asked for the fondest memory that he was able to share, Gearhart unhesitatingly stated, "The day I got my Trident, absolutely."

Instructors like Gearhart ensure the strength of the SEAL community for many years to come. The men who laid that foundation still find themselves missing the action, even in their golden years.

"It's just the way we were, the teams and the men, the camaraderie, it lives with you forever. I mean, you never forget your buddy. You never forget your shipmate. You never forget the team. You never forget the operations and everything. That's what comes back, memories of all of the good times and the bad times - but always the good times," DiMartino said. "I'm very proud and happy to have been part of the military, part of the SEALs, part of special warfare and if I was a younger man, I would still love to be back in there with them."

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