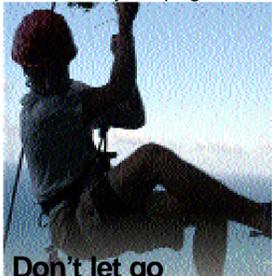




Family fun

MWR hosts Springfest celebration on Naval Station Pearl Harbor. See story on page A-4.



Don't let go

Rock climbing provides Sailors 'elevated' thrills. See story on page B-1.

VP-9 makes 'Merrie'

Lt. j.g. Nicole Zamora
Navy Region Hawai'i
Public Affairs

The 41st Annual Merrie Monarch Festival welcomed Cmdr. Dan Rieck, Commander, Patrol Squadron 9, and the officers and crew of the "Golden Eagles" as well as the Pacific Fleet Dixie Express Band to this year's festival events on the Big Island in Hilo.

The officers and crew of the squadron arrived at Hilo International Airport on the squadron's P-3C. Following the arrival, Rieck participated in a live half-hour broadcast on local radio station KWXX while his crew members gave static display tours to groups including NJROTC, Navy League, Big Island Retired Military Association, and local disc jockeys.

The tour provided insight into the daily life of the naval aviation community and information on the role that the Navy in Hawai'i has played over the last year as well as in recent conflicts.

Members of the Navy League have supported the Navy's participation for the past 41 years.

"The Merrie Monarch Festival is the highlight of the year for the Navy League Hilo Council, particularly the participation of the United States Navy, either ship or aircraft," said Hilo Council president, Dan Coates. He also added that, "The Navy's participation in the festival is important because there isn't any Navy presence on the Big Island. The only Navy interaction our island has is when a ship or aircraft visits."

K.T. Cannon-Eger, a Navy League member was also glad for the opportunity to showcase the Big Island for Sailors.

"Sailors get to see a side of Hawai'i they may not have experienced on Oahu," she said "This community, especially our young people, get to see our fine young men and women in service to our nation. It opens our youngsters' eyes to possibilities for education and training beyond the shores of this island and, perhaps, beyond their wildest dreams."

This year's agenda included a community relations project for the Sailors at Hawaii Volcanoes National Park. Alana McKinney, a National

▼ See MERRIE, A-5

Typhoon devastates Yap

Coast Guard aids citizens

PA2 Erica Taylor
U.S. Coast Guard District 14
Public Affairs

A Coast Guard C-130 Hercules airplane crew from Coast Guard Air Station Barbers Point deployed on April 7 to transport much-needed emergency supplies to Yap after the island was hit by Typhoon Sudal.

Approximately 400 miles southwest of Guam, Yap is a small, tropical island made famous by its beautiful diving reefs and yearly influx of giant manta rays.

Typhoon Sudal hit the small island with strong, 150 mile-per-hour winds and left most of the island's 6,000 residents without shelter, food, water and medical supplies.

The governor's disaster command center on Yap estimates that approximately 85 percent of the homes were damaged or destroyed and approximately 95 percent of the island's crops are gone. Just one day after the typhoon hit, Yap was dealt another blow in the form of an earthquake that had a measured magnitude of 5.8.

The Coast Guard is working closely with the Air Force, Federal Emergency Management Agency and the Army to provide humanitarian assistance by transporting bottled water, generators, tarps and other emergency relief supplies.



The Seahawk, a once-popular tourist restaurant on Yap, rests on its side by the road because of the force of Typhoon Sudal. Typhoon Sudal hit the small island with strong, 150 mile-per-hour winds and left most of the island's 6,000 residents without shelter, food, water and medical supplies. A Coast Guard C-130 Hercules airplane crew from Coast Guard Air Station Barbers Point deployed April 7 to transport much-needed emergency supplies to Yap.

Photo by PA2 Erica Taylor

Earth Day

Dedication key to safe environment

Story and photos by
JOSN Ryan C. McGinley
Staff Writer

Naval Station, Pearl Harbor celebrated Earth Day this week with numerous volunteer activities as Sailors from Navy commands dedicated their efforts to help clean up the environment.

"The major cleanup projects we had [on base] are the shoreline areas of Hospital Point housing and Ford Island," said Master-at-Arms 1st Class (SWAW) Spencer Williams, coordinator for Earth Day events around Pearl Harbor. "In addition to those areas, all commands throughout

the Pearl Harbor complex got their troops out and conducted clean up in their areas."

Approximately 450 Sailors from many different commands participated in the activities around Pearl Harbor

"This is a project that almost everyone here at Naval Station, both military and civilian, participated in," said Williams.

Construction Battalion Unit 413/Self Help on Pearl Harbor donated two dump trucks, two front-end loaders and two chainsaws for the clean up activities, said Construction Mechanic 2nd Class (SCW) Desmond Peterson, coordinator for the event. The

unit also supplied 15 personnel to help clean up shorelines at Hospital Point and Ford Island. CBU413/Self Help will also supply personnel for the cleanup on a wildlife refuge at Barber's Point.

Mobile Diving and Salvage Unit One Detachment Three and Pearl Harbor Naval Shipyard provided 21 divers to help clean up refuse and hazardous material at Rainbow Bay Marina. Port Operations supplied boats and personnel to remove waste in Pearl Harbor. Morale, Welfare and Recreation and Quality of Life supplied bottled water to all civilian volunteers and Sailors.

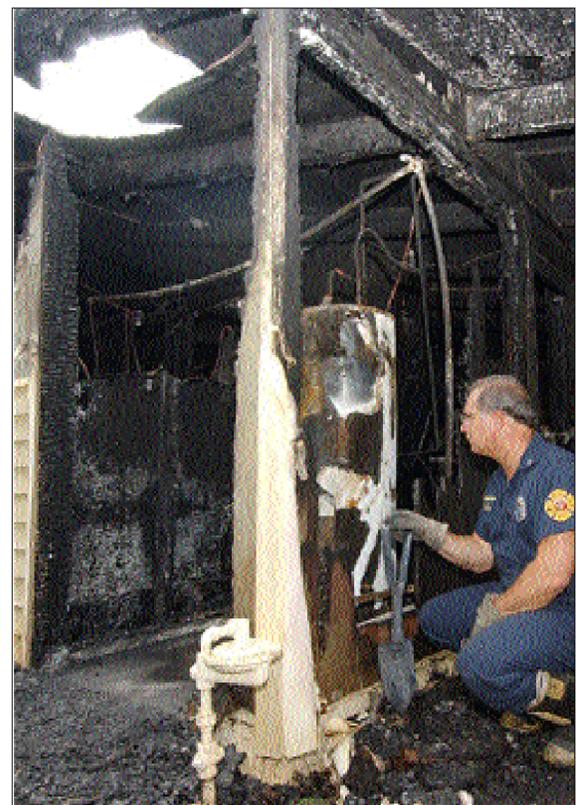
"The response we have received has been phenomenal," said Williams. "With a project as big as Earth Day here at historical Pearl Harbor, it could not be

▼ See EARTH, A-5



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

Sailors from Pearl Harbor Security Detachment help to plant a Ku kui Tree at Webling Elementary School as part of the Earth Day activities. The Sailors also helped to weed a taro patch at the school and participated in a dedication ceremony for the children of the school. Pearl Harbor had almost 450 Sailors doing volunteer work around the base and island in support of the observance of Earth Day.



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

Victor M. Flint, fire investigator for the Federal Fire Department, investigates the cause of a house fire in Halsey Terrace. The house was vacant and no one was injured during the fire. Surrounding homes were evacuated for safety. Fire officials suspect the fire may have started in a gas water heater.

Fire guts house in Halsey Terrace

Navy Region Hawai'i
Public Affairs

An early morning fire caused considerable damage to a vacant Navy home in Halsey Terrace.

The Federal Fire Department received the call around 2:31 a.m. on April 20.

The blaze occurred at 2924

Noonan Place. Three fire units and an ambulance responded. No injuries were reported.

Surrounding homes were evacuated for safety. Evacuated families were able to return home soon after the fire was extinguished.

Fire officials suspect the fire may have started in a gas water heater.

Pearl Harbor: Navy Region Hawai'i personnel clicking in



JOSN Ryan C. McGinley
Staff Writer

Navy Region Hawai'i conducted a study of seat belt usage on naval installations across the region in April. The study showed a 91 percent compliance with the current laws.

Commands across the region are teaming up to raise that number in an effort to protect Sailors from the number one cause of death for the military.

"The goal of the seat belt operation ... is to reach more people and get people to understand that seat belts make a difference," said Ralph Deal, Navy Personnel Development Center safety officer.

According to the Naval Safety Center, motor vehicle crashes are the leading cause of death for the military, outweighing other causes, including training accidents and combat. The most effective safety device in vehicles is the seat belt, which saves almost 10,000 lives each year.

"Seat belts save lives," said

Deal. "What have you gained by not taking a few seconds to buckle up?"

Security has set up electronic signs at gates to help raise awareness of traffic safety on and off base. Commands also offer training sessions for Sailors that educate them on the necessity of wearing a seat belt and laws regarding its use.

"Awareness is a critical factor," said Jack Nagaishi, Public Works Center safety program manager. "Everybody's involved because we share the roads."

Commands across the region are teaming up to raise awareness and conformity, hoping that a combined effort will obtain the 100 percent goal.

"There's a lot of impact on people across the board when we attack it as a team effort," said Deal. "None of us can make a great impact without support from others."

For the past four years, nearly two-thirds of the Sailors who died in personally-owned vehicle mishaps were under 25 years old, according to the Naval Safety Center.

Both Nagaishi and Deal cited an "invincibility syndrome" common with young people today as a contributing factor to non-compliance.

"Young people are taught to be brave, to take risks as necessary for the sake of overcoming or winning the battle," said Nagaishi. "Sometimes something [as] innocuous as wearing a seat belt might not register as being very important."

Despite efforts by commands and senior leaders, the accountability ultimately comes down to the individual Sailor.

"We have individual responsibilities to ourselves," said Deal. "It's easy to forget a little simple thing like that seat belt. If you do forget it, it could cost you your life."

Failure to buckle up contributes to more fatalities than any other single traffic safety-related behavior, according to the Naval Safety Center. Every hour someone dies in America simply because they didn't buckle up.

"I consider the motor vehicle as a weapon," said Nagaishi. "[Our] goal is to lessen fatalities and injuries to Navy Sailors."

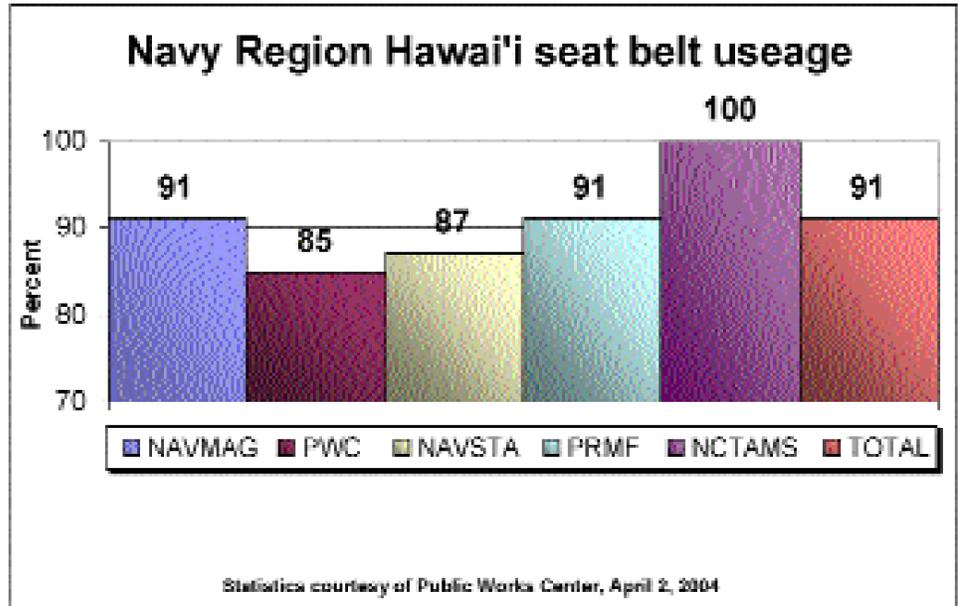


Photo by JOSN Ryan C. McGinley
EM3 (SS) Julius Crocker buckles his seat belt on Naval Station Pearl Harbor. Navy Region Hawai'i conducted a study of seat belt usage on naval installations across the region in April, which showed a 91 percent compliance with the current laws.

Hawai'i Navy News Editorial

Letters to the Editor

hnn@honoluluadvertiser.com

Dear Editor,
 Pulling into Hawai'i is always one of the best feelings for me. The deployment is almost over, and I am almost home. The stress levels are high, and everyone is completely sick of being around each other constantly.
 For me, this particular stop in Hawai'i was even better than usual; it was not only the last stop of the deployment, but also the last port I will pull into on a Navy ship, except of course for San Diego.
 At first, I thought there was nothing I was going to miss about this lifestyle. But, there have been a few experiences on this deployment that have been burned in my mind, and have made me realize that there will be some things I am going to miss. Hawai'i will be one of them.
 I guess there is only one solution: I will have to come back!
 My goal for Hawai'i was simple. Get off the ship and as far away from the people on it as possible, which was actually pretty easy.
 For as small an island as it is, there is definitely not a shortage of things to do or see. It is such a beautiful place, full of culture and hospitality. The friendliness of the residents is unmatched.
 I decided to rent a car, figuring the cab

rides would amount too more than renting a car, plus it would be nice to drive again. I managed to get myself lost a few times, but there was always someone willing to help me out and show me the correct way to go.
 The first night out, I picked up my car and drove around for a while, trying to find a hotel for a friend I was giving a ride. By the time we found the hotel, we were all pretty hungry and decided to go to Chili's. This is where I discovered the difficult part of Waikiki. Parking.
 Parking was nearly impossible. After about a half an hour of driving back and forth, we found a public parking lot.
 By this time, we were pretty hungry, and the cold beer and margaritas were very welcoming. By the time we finished, it was pretty late, and we decided to go back to the hotel and get some sleep.
 After a good night's sleep, in a real bed, without 100 other women in the same room as me, I was able to get up and take a shower, with my shoes off, by myself! It is amazing how much the little things like this get taken for granted!
 I had heard a lot about the swap meet at the stadium, and we decided to go check it out. I could not believe how huge it was. They had everything from gold and silver jewelry to plants, fresh fruit, artwork, clothing, even music. I could have spent all day there and not see everything!
 That night, I went to visit a friend out

near Ewa. He's in the Navy, getting ready to retire this December and also a Hawaiian native, and was lucky enough to be able to finish out his time at home.
 I met him a few years ago when I was stationed in Diego Garcia. It has since become a tradition for me to go visit him and his family when I come in, for some real Hawaiian hospitality.
 It is always nice to see a part of the island away from all of the tourism; to me it seems to be more what Hawai'i really is. A group of friends and family, sitting in a backyard enjoying a barbecue, some cold beer and each other's company.
 This is the part of Hawai'i I will miss. Waikiki is beautiful, the beaches are amazing, the food is wonderful, and there is no shortage of things to see or do.
 There is nowhere in the world, at least nowhere I have been yet, that has been so welcoming and so friendly. The people are what make Hawai'i what it is.
 The friends I have made there will be with me forever. That is what makes me want to come back.
LI2 Sadie Conklin
USS Boxer LHD 4
If you have a comment, issue or concern you would like to share with the Hawai'i Navy community, send it to hnn@honoluluadvertiser.com. Put Letter to the Editor in the subject line.

Commentary

Ohana Line

How do I register my vehicle in Hawai'i?
 Hawai'i has several requirements for motor vehicle registration. These include proof of Hawai'i no-fault insurance coverage, proof of current safety inspection, valid driver's license and proof of ownership or registration.
 Active duty military members who are not residents of Hawai'i should also obtain a Non-resident Certificate Form DF-L50. All of these documents must be presented in order to obtain your vehicle registration.
 The DF-L50 form should be signed by the military member's commanding officer and verify the member's home of record as reflected in the service record. The form is available from PSD or your military unit.
 The deadline for annual re-registration of vehicles is the last working day of the expiration month of the current registration. Penalties are assessed if fees are not paid on or before the expiration date.
 Remember, in order to re-register your vehicle, you must show proof of current inspection and Hawai'i automobile insurance coverage.
 Also, note that vehicles parked in government housing areas or on government property must also display current inspection stickers, license tags and base decals.
 To register your vehicle, visit any Satellite City Hall location. Call 527-6695 for the addresses and hours of Satellite City Halls. You can also re-register by mailing the form and appropriate fees to:
 Division of Motor Vehicles and Licensing
 P.O. Box 30320
 Honolulu, HI. 96820-0320
 For more information about vehicle registration in Oahu, visit the City and County of Honolulu's website at www.co.honolulu.hi.us/csd/vehicle/mvinformation.htm.

Commentary

Your Money Matters

The basics of credit card management

Frank Tomaszewski
Fleet and Family Support Center

Bringing over your balance
 Once you've settled on a card offer, you're ready to start the actual balance transfer process. It's important to continue to make minimum payments on your old card while waiting for a balance transfer to take effect, which could take four weeks.
 Be sure to close off old credit lines. Otherwise, you may be tempted to charge away on your old cards. As a financial counselor at the fleet and Family Support Center, I see this all the time. They may transfer a large balance to a card with a low rate on balance transfers, but they continue to use the old card. Soon both cards have large balances on them. It's also important to realize that not everyone qualifies for the rock-bottom interest rate promised in big bold print. The teeny, tiny print near the end of the credit-card offer explains this. So even though the offer might say 1.9 percent interest rate on balance transfers, you may only qualify for a 10.99 percent rate.
Getting your transfer's worth
 Let's say you land a super-low interest card deal and successfully transfer a hefty balance onto it. And you remember to close off your old credit line. So far, so good. For the next six months or so, your credit-card payments will be cut in half. With the money you save, you may finally be able to build up a small emergency fund so you'll have some cash on hand should the worst happen and you lose your job. As nice as having some breathing room in your budget may be, you're not done yet. That's only the first step.
 The best way to free up more cash for the long haul is to eliminate credit-card debt. You'll need to continue to pay as much as you can on those credit cards. You'll also want to adjust your spending habits to avoid running up huge credit-card balances in the future. It's all a matter of learning to live within your means. The best advice is to limit credit-card charges to emergencies and for purchases that can be paid off in 90 days.

Rock-bottom rates
 Several major credit-card issuers are offering rock-bottom introductory rates on balance transfers. These teaser rates tend to last five to nine months. A platinum MasterCard comes with a 2.99 percent rate on balance transfers, while a VISA universal card boasts zero-percent 12-month introductory rates on transferred balances. Another platinum card offers the same deal for eight months. You'll need to be an ideal card customer to enjoy these kinds of low promotional rates. One slip-up is all it takes for an issuer to jack up interest rates. For example, pay late once on any of the cards and that no-interest deal gets replaced with a 19.99 percent rate.
Keep caution by your side
 As nice as all these deals seem on the surface, there's plenty to be wary about. The penalties on these low-rate cards are often severe. And some companies charge a "transaction fee" for the privilege of transferring a balance to their card. Several issuers offering low rates on balance transfers charge fees of 3 percent to 5 percent when you accept their offer. A 4 percent fee on a \$1,000 balance would cost \$40. Some issuers cap fees at \$35 to \$50. Most issuers charge these fees as soon as a balance is transferred onto a card.

Bases - not speedways

Commentary
JO1 Daniel J. Calderón
News Editor

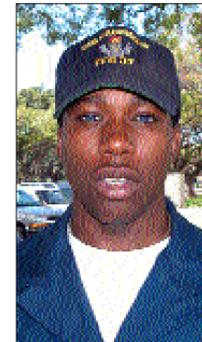
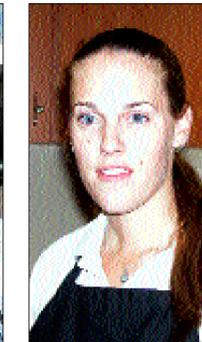
For the normal person, the headline is a pretty obvious statement. Everyone should know the base is not the place to go zooming around and trying to break land speed records. However, there are those drivers who still fail to observe the basic rules of courtesy.
 Case in point: I was with my family at last week's Springfest. We were having fun and I decided to go and rent some videos from the mini mart. I carried my youngest child with me. He's only 14 months old.
 We used the crosswalk at the light next to Ward Field on our way over to the mini mart and crossed without incident. On the way back, I decided to use the crosswalk between building 150 and the Ward Field parking lot. There was a city bus approaching. The driver saw me carrying my son and stopped with plenty of time. I felt absolutely no sense of danger and so I pro-



ceeded into the crosswalk. Something told me to stop, though. Just as I got to the second lane, I stopped just in time to see a little green Honda or Mazda come to a quick halt less than 20 feet from the edge of the crosswalk.
 I had already jumped back several feet into the first lane of traffic. The driver of the small car was looking at me with defiance as if I'd done something wrong, though. I could see his passenger was shielding her face. She seemed mortified that he'd almost run over me and my child.
 I mouthed some choice words at him and proceeded across the street. I could see the bus driver looking with annoyance at the small car that had stopped ahead of him in the lane next to him.
 Another incident occurred when a lady driving an SUV crashed into a bicyclist in the parking lot in front of building 150. She had apparently taken a turn way too wide and struck the biker and obliterated his \$2,000 bike.
 There are also the speed racers in Navy housing — motorcyclists and mini van or other car drivers who zip around neighborhoods at over 30 miles an hour. Your kids might not be playing in the area, but it's a safe bet someone's kids are. Slow down or

you might take one or more of them out.
 I'm sure if any of you have gone walking on base, you can tell your own stories of watching folks driving too fast in parking lots or tales of near-misses in crosswalks.
 What is the point?
 The point is that drivers on base need to learn to be a lot more considerate. Drivers on base need to understand that they are not more important than the folks who walk on the sidewalks and cross in the crosswalks. Drivers need to learn to share the road. It will save a lot of parents and people who walk both with and without their children.
 By the same token, pedestrians need to learn to cross in designated crosswalks. I've seen Sailors crossing wherever they deem it convenient without even looking up from their path. I think we all learned a long time ago to look both ways before we cross the street.
 What we need is more common sense on base. Drivers need to slow down and obey posted speed limits and crossing signs. Lord knows there are plenty of reminders all over base. And pedestrians need to use posted safe areas to cross.
 If we work together, this base will be safer for walkers, bicyclists and drivers.

Navy News asks: What is your favorite quote?

 ET2(SS) Chris Pujardo <i>USS Los Angeles (SSN 688)</i> Nobody puts Baby in a corner. It's from "Dirty Dancing."	 CS2(SW) Jaime Velasco <i>Naval Station Pearl Harbor</i> It's 5 o'clock somewhere.	 SA Jason Townsend <i>Naval Station Pearl Harbor</i> Live well and die free.	 QM3(SW) John Rooney <i>NSGA Kunia</i> I only came to this party for two things - kicking ass and drinking beer. And we're almost all out of beer.	 Allison Eickholt <i>Seattle's Best</i> A word is dead when it is said some say. I say it just begins to live that day - Emily Dickinson.
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Got Questions?
 Write to us at hnn@honoluluadvertiser.com

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The USNS Watson steams in the Pacific Ocean.

Official file photo

PCB cargo stops in Pearl Harbor

JO1 Daniel J. Calderón
News Editor

Containers carrying old electrical equipment from military bases in Japan are being held temporarily at Ford Island while they await shipment to the mainland for disposal.

The USNS Watson brought the roughly 270-ton cargo to Pearl Harbor April 16. The equipment consists of transformers, capacitors, switches, voltage regulators, electrical cables and circuit breakers, much of which contains polychlorinated biphenyls, PCBs.

PCBs are insulating chemicals once widely produced and used around the world. According to the Environmental Protection Agency (EPA) Web site, more than 1.5 billion pounds of PCBs were manufactured in the United States prior to 1976, when concerns over their toxicity led Congress to prohibit their production.

The cargo was scheduled to transit directly from Japan to the U.S. mainland aboard the civilian freighter Green Cove. But the ship suffered an engine room fire when it was 200 miles out of Japan, forcing it to be towed back. While the fire did not affect the cargo, it was transferred to the

Watson so it could be brought to Pearl Harbor in advance of an April 17 deadline from the EPA on its importation to the U.S.

"This material was used by the U.S. military, and the U.S. military has an obligation to see that it is disposed of responsibly," said Lt. Cmdr. Jeff Davis, a Navy spokesman. "We will ensure that it is transported to the mainland and properly disposed of quickly."

Officials from the Defense Logistics Agency are making arrangements to ship the cargo to an EPA-approved treatment site on the mainland as soon as practicable. Davis said he expects that will happen within 30 days.

The equipment, packed in 59 double-sealed containers with drip pans and liquid-absorbing material, is being held in a hangar on Ford Island. The packaging used for these materials meets or exceeds all U.S. and international transportation and safety standards, said Davis.

"We are committed to environmentally sound PCB storage transport and disposal," said Davis. "The Department of Defense has many years experience of safely, effectively and responsibly moving PCB items."

Families enjoy Springfest

Story and photos by
JO1 Daniel J. Calderón
News Editor

Navy Region Hawai'i MWR held their annual Springfest event April 17 in celebration of the Month of the Military Child.

For Springfest, MWR took over Ward Field on Naval Station Pearl Harbor and filled it with activities for kids and families. MWR, in conjunction with the Boys and Girls Club, had games on hand for kids to enjoy, including an oversized "Connect Four"-type game and a toss for kids to throw frisbees through hula hoops set up on poles.

"This is all a lot of fun," said one young Navy family member as she bounded out of a dog-headed bounce house on Ward Field. There was also a bounce house with a bee's head on it for kids to enjoy.

Children and parents also had the chance to complete a variety of arts and crafts at the event. Some kids chose to create paper lei while others decorated small white cardboard boxes with bits of colored paper and glue.



One father shows his son how to throw a frisbee through a hula hoop at the Springfest celebration at Ward Field Saturday. The event drew hundreds of Sailors, civilians, retirees and their families to Naval Station Pearl Harbor.



Amiee Huepenbecker, who works at the MWR Quality of Life marketing office, welcomes some Navy family members who participated in the Youth Art Contest. Winners had their drawings displayed at Springfest and received an assortment of prizes from MWR.

The Honolulu Police Department was on hand with its D.A.R.E. unit to talk with kids about the dangers of drug use and to just "hang out."

On the stage, MWR set up performances by kid-friendly artists like "Uncle Wayne" Watkins, Mrs. B and her "Storytime with a twist," and Leon and Malia with their "Keiki Calabash concert."

As the sun went down and the kids began to unwind, MWR played the Disney movie "Brother Bear" and provided free popcorn for the show. Kids and parents agreed the event was a success and looked forward to the next one.

"I had a lot of fun," said one child. "I hope we can do it again tomorrow."



Kids and families took time to enjoy the bounce houses and the arts and crafts area at the annual MWR Month of the Military Child Celebration Saturday. This year, the celebration was called Springfest. MWR hosted a variety of events, including games for kids, an array of entertainment

on stage, a free movie at Ward Field and brought in guests like the Honolulu Police Department's D.A.R.E. unit to talk to kids about the dangers of drug use. Several hundred Sailors and their families attended the day-long event.

Earth: Sailors, community work together

Continued from A-5

accomplished without the assistance and efforts of every department and tenant command."

The Navy also worked to clear a national wildlife refuge April 22 at Barbers Point on Navy property.

"Part of the Pearl Harbor shoreline is one of three national wildlife refuges on Oahu, providing habitat for four endangered water bird species in cooperation with the U.S. Fish and Wildlife Service," said Rear Adm. Barry McCullough, Commander, Navy Region Hawai'i and Naval Surface Group Middle Pacific.

Kalealoa Wildlife Refuge is also home to several kiawe trees, which are known for producing very large thorns that can penetrate a tire. Sailors, Waianae High School students and four members of the U.S. Fish and Wildlife Service removed the trees and replaced them with achyranthes and other native Hawaiian plants.

"This is a limited habitat on the island," said Nancy Hoffman, refuge manager for Oahu National Wildlife Refuge Complex. "The goal for the entire 37 acres is to bring back ... the [native] plants and help them recover."

Hoffman said she was very grateful the Navy could help restore the area.

"It's important to get the community to come out and get more involved and more in touch with the Earth, and bring back the native plants," she said.

Navy Region, Hawai'i also held the first Earth Day Fair Saturday at the Pearl Harbor Exchange, to educate Sailors and family members on the different environmental efforts happening around the island.

"Many of you may not know that the Navy is a leader in environmental protection restoration and scientific research," said McCullough.

Some groups that participated in the



U.S. Navy photo by JOSN Ryan C. McGinley MA1(SW) Richetta Sanders, project manager, helps a child at Webling Elementary School dig a hole for a Ku Kui tree. More than 10 Sailors from the Pearl Harbor Security Detachment helped the children plant trees in support of Earth Day.

event were the U.S. Fish & Wildlife Service, U.S. Coast Guard's Sea Partners Program and the Hawaiian Islands Humpback Whale National Marine Sanctuary.

Navy Region Hawai'i also supplied static displays of its efforts, which include energy programs and installation



U.S. Navy photo by JOSN Ryan C. McGinley A child looks at the coloring contest entries at the Naval Exchange Saturday. Navy Region Hawai'i hosted the contest in conjunction with the first Earth Day Fair held at the exchange. Environmental groups from around the island put up static displays to inform the public about environmental concerns and activities. Groups represented at the event included the U.S. Coast Guard, U.S. Fish & Wildlife Service and Navy Region displays.

restoration program.

"We [also] have one of the most aggressive recycling programs anywhere," said McCullough. "Last year, over 3,800 tons of solid waste was recycled at the Navy Region Hawai'i Recycling Center, an increase of about 300 percent since 2002."

Navy Region Hawai'i also held a coloring contest for military children, with the results announced at the fair.

"It's a great tool to get parents and children involved in learning together and building a good parenting bond," said Daniel Saenz, Navy Region Hawai'i energy specialist. "The main objective is to teach the younger generation about their environment and to initiate the development of good behavior habits, that eventually become second nature."

Sailors also volunteered to clean up Webling Elementary School on Oahu where they helped children to plant new trees for the school. The Sailors also

helped weed a taro patch at the school and participated in dedication ceremonies.

"After seeing the difference they [Sailors] have made from either an aesthetic or environmental view, they can have a great sense of pride in what they have accomplished," said Williams.

Williams said one of the main purposes of Earth Day is camaraderie between Sailors as they work together.

"I am glad that all departments are going to get outside and work along side each other," said Williams. "Hopefully they will get to know each other a little, have some fun and make Pearl Harbor a little more beautiful."

The other main purpose of Earth Day according to Williams is awareness.

"I hope everyone can see how bad things can get if you don't properly dispose of refuse, then become aware of what they can do to make things better," said Williams.



U.S. Navy photo by JOSN Ryan C. McGinley Rear Adm. Barry McCullough, Commander, Navy Region Hawai'i and Surface Group Middle Pacific, presents a prize to a winner of a coloring contest sponsored by the Region, during the Earth Day Fair held Saturday at the Naval Exchange. The fair featured static displays of environmental groups around the island.

VR-51 celebrates full year deployed to Al Udeid

VR-51 Public Affairs

Fleet Logistics Support Squadron 51 (VR-51) is celebrating one year of forward deployment to Al Udeid Air Base in Qatar.

Since February 2003, VR-51, based at Marine Corps Base Kaneohe Bay Hawai'i, has deployed a C-20G aircraft to the Persian Gulf Region in support of Operation Iraqi Freedom and Operation Enduring Freedom.

Primarily responsible for transporting the staff of U.S. Central Command (CENTCOM), VR-51 completed 183 missions, flying 1826 hours while transporting 2595 passengers and 117,250 pounds of cargo.

During the past year, the squadron operated at over 50 airfields including Bagram, Afghanistan, Baghdad International Airport, Iraq, and Asmara, Ethiopia in support of the nation's continued fight on global terrorism.

The C-20G, a long-range, high-speed business jet, has proven its capabilities in the Central Command region ranging from Afghanistan to the upper Horn of Africa. Virtually no other naval aircraft has the range or speed to accommodate the schedules of high-ranking personnel while operating in these environments.

During the past year, VR-51 "Windjammers" faced the most dynamic operational environment since its establishment in 1994. The command extended its record to more than 25,000 mishap-free flight hours and received the Chief of



U.S. Navy Photo A VR-51 crew chief boards a C-20G Gulfstream aircraft at Marine Corps Air Base, Kaneohe prior to a training mission.

Naval Operations Aviation Safety Award along with the coveted Battle Efficiency Award for 2003.

Commanding Officer Cmdr. David Valente says he's proud of the accomplishments of the entire Windjammer team.

"Consistency in safety is paramount and the men and women of VR-51 have proven that we are the best," said Valente.

Despite having committed 61 percent of available aircraft-days to the CENTCOM mission, the squadron still managed to absorb all regularly scheduled detachments, Naval Air Logistics Operation missions, training events and maintenance down time.

Additionally, VR-51 crews worked side-by-side with Marine Corp Air Facility (MCAF), Kaneohe Bay providing crew training and personnel

to deploy with the Marines to Bahrain on MCAF's C-20G "Grey Ghost." Windjammers supplemented 99 Marine crew positions logging 424 flight hours and flying over 80 missions.

To accomplish its array of missions, VR-51, a Naval Reserve Force squadron, mobilized twelve of its 35 drilling reserve members. This year of success is attributed to the continued performance and dedication of the active and reserve "Windjammer Team" and the support of Lear Siegler Services, Inc., VR-51's contract maintenance team.

During March and April, VR-51 has been relieved of operations in the CENTCOM region to complete training and maintenance requirements. This respite will also allow the Windjammers time for leave and time with family.

Merrie: Festival fosters celebration of shared history

Continued from A-1

Park volunteer, was responsible for organizing the project.

"It is a historic structure, a place that has been deserted and now we use it for educational purposes," she said. "It is a great learning center for children and adult field seminars."

The crew of VP-9 and NJROTC students from Waiakea High School participated in removing invasive species, re-establishing trails and relocating firewood and removal of fallen trees at the Ainahou Ranch House at the national park.

The home has been on the National Register of Historic places since 1955. It is from this site that the nene, the Hawaiian state bird, were reintroduced into the national park by the Shipman family.

Frank Box, a National Park volunteer said, "With the 80 hands we had working today, the group accomplished more in one morning than could have been accomplished by our small group of volunteers in one month."

Every year Merrie Monarch Festival organizers and the city of Hilo invite the Navy to participate in the event and celebration of Hawaiian culture. This invitation is in recognition of King David Kalakaua and his role in bringing the Navy to the Hawaiian Islands.

Kalakaua was the first known Hawaiian monarch to embark on a voyage by ship around the world. During this voyage, he visited Washington, D.C. ensuring the continuation of the Reciprocity Treaty, the treaty that allowed for duty-free exchange. While in Washington, D.C., Kalakaua met with President Chester A. Arthur and with Congress to discuss the treaty's importance.

The U.S. accepted the offer and in 1908 Congress authorized construction of a naval station and in 1919, Secretary of the Navy Josephus Daniel formally opened Pearl Harbor's dry dock.

From the first Merrie Monarch festival when Helene Hele, George Naope and Gene Wilhelm organized the festival's events in 1964, they invited the Navy to participate.

With the help of the Navy League's Hilo Council, activities are coordinated and the relationship between the festival coordinators and the Navy grows stronger every year.

Rieck said he and his crew appreciated the opportunity to be a part of the festival.

"It was an honor to participate in and learn more about the Hawaiian culture," he said. "Sometimes, when you live in paradise, you take things for granted; but, experiencing the warmth of everyone at the Merrie Monarch Festival has really deepened our appreciation for the wonderful place that we live."

Stars lead Sailors aboard USS Russell home

USS Russell Public Affairs

Sailors aboard USS Russell (DDG 59) conducted an open ocean transit from San Diego, Calif. and returned to Pearl Harbor, Hawai'i March 31 with primary navigation provided solely by the stars.

In this modern age, many of the long-lost, time-tested staples of the quartermaster trade have been replaced with state-of-the-art electronic navigation systems and global positioning systems (GPS), even chartless integrated bridge systems.

In an effort to test the mettle of the Russell quartermasters and reaffirm some of the time-tested principles of navigation, Russell's navigation team brought the ship home to Pearl Harbor from San Diego, a voyage of more than 2,300 nautical miles.

Not only did the Russell's quartermasters bring their ship back safely to Pearl Harbor, they did it with astounding accuracy. When ships transit across the open ocean, a track is plotted based on a series of course and speed requirements to complete the transit within certain speed and geographic limitations.

This is referred to as a plan of intended movement (PIM). Through the sole use of celestial observations and using that data as the basis for maneuvering recommendations provided by the quartermaster of the watch, Russell was never more than 15 miles off her track line (PIM). Russell's combat information center (CIC) maintained a separate plot with fixes obtained by the GPS.

This plot was maintained for two reasons. First, to ensure that all available means of obtaining fixes were utilized to ensure a safe open-ocean transit. Second, to allow certain

personnel to "grade" the accuracy of the celestial navigation plot. In many instances, the GPS fix and the celestial fix were within a few thousand yards of one another.

Quartermaster Seaman Norman Kelley, Russell's newest quartermaster, chose his rating because of his desire to learn celestial navigation on a U.S. Navy warship. Members of the Russell Navigation department were not surprised he had the most accurate celestial fixes. Celestial navigation is the art and science of using observations of the sun, moon, certain planets and the brighter stars for navigational purposes. In the process, principles of optics, geometry, spherical trigonometry, and, of course, astronomy all come into play.

A celestial body is observed at a certain angle referenced from the earth's surface. Applying some advanced geometric principles, a "celestial horizon" is transposed over the earth's

horizon.

This process creates a "celestial triangle" and the angle at which a celestial body is observed can be used as an entering argument to calculate a plotted line of position (LOP) on a navigation chart.

After a series of LOPs are plotted, a celestial fix is created on the navigation chart, establishing the ship's position. The Russell's quartermasters used these procedures for a celestial navigation plot that was utilized for the six-day transit to Pearl Harbor.

Russell's navigation officer, Lt. j.g. Michael Stoker, commented on the event, "This was a fantastic opportunity for the Russell's quartermasters to show off their celestial navigation skills. Celestial navigation is a perishable skill if not practiced on a regular basis. We put our quartermasters to the test and they delivered."

Pearl Harbor medical clinic wins award

Bruce Omura
Naval Medical Clinic,
Pearl Harbor Public Affairs

Naval Medical Clinic, Pearl Harbor (NMCLPH) has been awarded the Secretary of the Navy Award For Achievement in Safety Ashore – Fiscal Year 2003 (small non-industrial CONUS).

NMCLPH is the first Bureau of Medicine and Surgery (BUMED) activity to win this award twice.

Capt. Joseph L. Moore, commanding officer of NMCLPH, said, "If you read the award submission, you will see how this is truly a command award, how each person contributed to the award by doing their job well and doing it safely. I am very proud of the command. It is a great honor to be recognized at the SECNAV level."

Alan W. Jacka, executive assistant at the Occupational Safety and Health Directorate, Naval Safety Center, Norfolk, Va., stated that the award submission packages are judged from a standard set of criteria.

Of all the small, non-industrial shore commands in the entire Navy, only three small non-industrial award submission packages actually made it to the safety center level of competition because of the rigorous standards set by the Navy's occupational safety and health program.

Things that stood out in NMCLPH's package were leadership involvement and account-

ability in the safety program, mishap reduction initiatives, and monthly "five-minute safety talks."

Officials also said home and recreational safety with a strong emphasis on driving safety, safety stand downs on drinking, driving and use of drugs, suicide awareness programs also contributed to the high marks NMCLPH received. The clinic also showed a five-year decreasing civilian mishap trend showing a decreasing needle stick trend and lastly, an ergonomics program that is ongoing, innovative and effective.

Additionally, motor vehicle safety mishaps have decreased in the past five years. Ninety percent of personnel under 26 years old had AAA driver improvement training. The Arrive Alive Program is emphasized and is conducted throughout the entire year, not just during holiday periods. Fire safety reports have shown there were no reportable fire mishaps at the command in the past five years. Overall, NMCLPH has an outstanding documented record and is very safety conscious.

Capt. Patricia J. Goodin, executive officer at NMCLPH, concluded, "We are proud of how we have driven safety consciousness down to the unit level. It is not just the safety petty officer's responsibility, but all of ours, and that is why it is truly a 'team' award." For NMCLPH members, safety is not just a program - it is an active part of day-to-day life both during and after working hours.

Now that's a boat!



Photo by J01 Daniel J. Calderon

Sailors take time to inspect a unique limousine in front of The Banyans at the MWR Expo Wednesday. The expo featured vendors from across Hawai'i that partner with MWR to provide eligible patrons discounts to an array of activities from discounts to freebies. The expo is an annual event that features MWR offerings for Sailors and their families in addition to featuring non-military vendors.

Advancement to senior chief stays competitive

Chief of Naval Personnel Public Affairs

Chief petty officers going up for senior chief will find the competition stiff again this year, as advancement opportunity overall stands at just more than 10 percent of all eligible candidates.

That represents a slight drop of about 1.56 percent from last year's figure of 11.73 percent.

"We have a lot more chiefs eligible this year and terrific retention in the most sen-

ior ranks," said Vice Adm. Gerry Hoewing, Chief of Naval Personnel. "It makes for very healthy competition."

The number of chief petty officers eligible for the board is 14,963, an increase of 1,712 from fiscal year '04. Of those eligible, 1,521 will advance to E-8 in fiscal year '05.

Thirty-eight ratings maintained or increased their advancement opportunity. There were 47 ratings that showed a decline in advancement opportunity from last year, but 22 of those still have advancement opportunities above the Navy average.

Some of the ratings showing advancement growth are sonar technician (submarine) at 49.45 percent, up 6.35 percent.

Master-at-arms saw a decrease of 18.21 percent from last year, but their advancement rate was still higher than the average. Staying fairly steady were construction electrician at 13.79 percent and air traffic controller at 12.62 percent, a drop of only a quarter percent.

A full list of advancement quotas will soon be available at www.bupers.navy.mil under advancements.

Sailors help maintain Navy's tactical presence ashore

JO1 Daniel J. Calderón
News Editor

At sea, Navy unit commanders have the full suite of communications and intelligence tools of the battle group at their disposal. Ashore, these same commanders have the same capabilities because of units like the Joint Mobile Ashore Support Terminal Pacific (JMASTPAC).

"We provide a miniature version of an at-sea command suite on shore," said Senior Chief Information Systems Technician (SW) Iwalani E. Gutierrez, enlisted officer in charge of JMASTPAC. "We have transit cases with computer gear, generators, HVACs, tents, wiring and other equipment."

JMASTPAC operates under Commander Pacific Fleet to provide command, control, communications, computer and intelligence (C4I) support. The 14-person unit is kept on 48-hour alert status at all times, meaning they can be deployed anywhere in the world with only 48 hours' notice. Once the unit receives word for deployment, they work with local military and police forces in the area to which they are deploying to arrange support.

JMASTPAC is currently prepared for Exercise Cobra Gold. According to the official U.S. Embassy in Thailand website, "Cobra Gold '04 (CG-04) is a regularly-scheduled joint/combined multi-lateral exercise and is designed to improve U.S., Thai, Singaporean, Mongolian and Filipino combat readiness and combined-joint interoperability, enhance security relationships and demonstrate U.S. resolve to support the security and humanitarian interests of U.S. friends and allies in the region." The exercise runs from May 13-27.

Another unit with a similar mandate is the Pacific Command's Contingency C4I

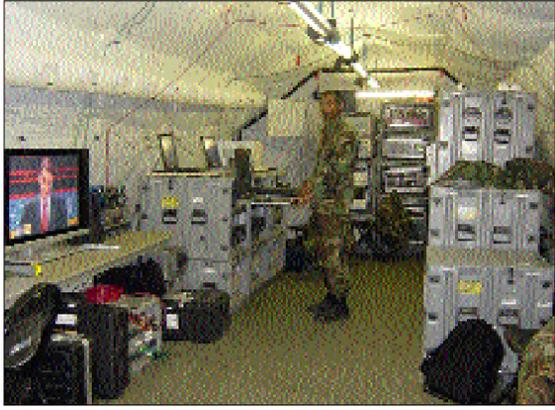


Photo by ITCS(SW) Iwalani Gutierrez
A member of Joint Mobile Ashore Support Terminal Pacific looks over his C4I gear in the field.

Platform (CCP). Both JMASTPAC and the CCP train locally. They deploy to areas on Oahu to practice their techniques to maintain proficiency on setting up communications equipment because, as Gutierrez said, "We never know when or where they're going to send us." Being so mobile, the unit is not always able to fly military.

"We've flown on a C-5 into Bangkok," said Chief Storekeeper (SW) Christopher J. Swoboda. "For that one, I set up with their military and their police. They set up a convoy for us to move our gear. They blocked off streets and everything. We've also flown FedEx before. This time, we're taking an HSV."

Members of JMASTPAC are riding aboard HSV X-1 Joint Venture - an Army high-speed vehicle that, according to members of the team, will be traveling in excess of 45 knots from Hawai'i to Thailand.

"This is kind of a role reversal," said Gutierrez. "Usually, the Navy is the one providing the transport. This time, Sailors are getting a ride aboard an Army ship."

Because there are not a lot of people in the unit, JMASTPAC Sailors cross

train to ensure proficiency with the equipment the unit uses.

"We're totally self-sufficient," said Lt. Scott Schneeweis, officer in charge of the units. "We carry our own fuel, food, water and other supplies. Also, since we're such a small unit, we've cross-trained everyone across the unit. We have to be flexible to man all the watch stations."

In addition to being able to man all watch stations, JMASTPAC Sailors are all pistol and rifle-qualified. Gutierrez said the history of the young unit - it is less than five years old - goes back to Operation Desert Storm.

"A lot of this is rooted in the first Gulf War when Navy commanders had to go ashore for briefings and meetings," she said. "They had to go back and forth to their [flag]ship for information updates between meetings."

With the inception of the JMAST unit commanders were able to remain on station instead of commuting back and forth. JMASTPAC is one of four JMAST units in the Navy. The other three are JMAST Atlantic Fleet, JMAST Naval Forces Europe and JMAST U.S. Naval Forces Central Command.

Children, teachers visit K-Bay command

Lt. Cmdr. Craig Schaubpner
Executive Transport Detachment Public Affairs

The Executive Transport Detachment for Commander, U.S. Pacific Fleet (COMPACFLT) hosted 19 young, "future Admirals" from the Marine Corp Base Hawai'i Kaneohe MCCA Child Development Center April 15.

Activities included a tour of the primary transport aircraft for Admiral Walt Doran, current COMPACFLT. The children learned about the importance of airborne command and control and were encouraged to study hard in school so they too can grow up to serve their country.

The kids were most interested in the Sponge Bob Cheez-Its and bug juice offered after the tour of aircraft 149675, a plane that has been in service 10 times longer than most of them have been alive. Aviation Electronics Technician 1st Class Steve Castro, Executive Transport Detachment (ETD) in-flight communicator and father of "Admiral" Austin Castro, planned and executed the event.

The kids learned that the Executive Transport Detachment's mission is to provide primary airborne command, control and VIP transportation services for the Commander, U.S. Pacific Fleet.

To accomplish their mission, ETD maintains and operates two P-3A aircraft that have been in service since the 1960s. Organized like a small patrol squadron, ETD is manned with 50 personnel, including 25 aircrew and 25 maintainers. To maintain the highest possible standards for the transport mission they perform, ETD is manned with some of the most experienced and talented Sailors in the fleet. The officer in charge, Cmdr. William H. "Hamp" All, has been flying the P-3 for over 20 years.

Senior Chief Aviation Electrician's Mate (AW) Frank Clifton, the senior flight engineer and leading chief petty officer for ETD, has been flying the Orion for most of his Navy career and has amassed over 6000, flight hours.

On a typical VIP mission, ETD will fly with three pilots, two flight engineers, two radio operators and two culinary specialists. The aircraft and crew are dedicated to keeping the admiral and his staff in constant communication with his headquarters through an International Maritime Satellite Communication System (INMARSAT) and providing both working and rest facilities that allow the staff to arrive at destination rested and ready for an intense schedule. In flight, handpicked culinary specialists like Culinary Specialist 2nd Class Wesley Tavares provide outstanding meals prepared in the full in flight galley.

Since 9/11, ETD has flown COMPACFLT into every operational theater in support of the global war on terrorism. Most recently, COMPACFLT travel has taken ETD to Australia, Diego Garcia, Japan, Korea, and Washington DC.

ETD's maintenance department keeps the aircraft in top shape, and has completed an aviation maintenance inspection in which all of the



Photo by Lt. Cmdr. Craig Schaubpner
"Future admirals" from the MCBH Kaneohe MCCA Child Development Center stand with their teachers outside the primary transport aircraft for Commander Pacific Fleet April 15.

unit's 38 maintenance programs were graded "on track" with 25 graded with "no discrepancies."

Maintainers like Aviation Structural Mechanic 1st Class Heather Briggs, who recently won accolades as COMPATWING Two Senior Sailor of the Quarter, have kept ETD's mission completion rate for the last several years at 98 percent.

When asked about the challenges associated with maintaining two 40-year-old aircraft, ETD's maintenance officer, Lt. Jon Voigtlander, said, "It is definitely a challenge, but there is a great sense of accomplishment every time we see one of our planes take to the air."

The P-3As operated by ETD are scheduled for replacement in 2007 by a single C-37 (Gulfstream V) aircraft, but as the "future admirals" of MCCA Child Development Center know, until then, the Sailors of ETD and their P-3s will continue to accomplish the mission.

Hawai'i Navy News Sports

Spike this!



U.S. Navy photo by JOSN Ryan C. McGinley
 Ryan Campos spikes a ball at Wentworth Sand Volleyball courts April 16. Wentworth offers indoor and sand volleyball clinics periodically to help interested players. Russ Campos, who runs the clinics, teaches everything from the basics to more advanced techniques. For more information, contact Wentworth Pro shop or go online at www.greatlife-hawaii.com.

Game, set, match

Barrett wins Pearl Harbor Tournament

JOSN Ryan C. McGinley
 Staff Writer

Brian Barrett coasted past Christopher Montminy 6-2, 6-3 Sunday to win the Pearl Harbor All-Military Men's Singles Tennis Tournament at Wentworth Courts.

Barrett won his initial round easily over Chris Garrido 6-0, 6-1 in the best of three format on Saturday.

He then faced Christopher Montminy for the first time and lost the initial set 3-6.

He then came back to tie the match with a 6-3 win. In the deciding set, Barrett held off Montminy 9-7 to win the match and advance.

Montminy advanced to the loser's bracket to continue play.

In round three, Barrett faced Rudy Spearman where he edged out the first set 7-5.

He then fell behind and lost the second set 3-6 before charging back to win the deciding set of the match 7-4.

With that match, Barrett won the winner's bracket and advanced to the finals to face the winner of the loser's bracket.

After losing to Barrett, Montminy won his initial round in the loser's bracket 6-2, 6-3 over James Hall.

He then went on to face Bart



U.S. Navy photo by JOSN Ryan C. McGinley
 Brian Barrett returns a serve in the opening round of the Pearl Harbor All-Military Men's Singles Tennis Tournament. He would go on to win the competition defeating Christopher Montminy 6-2, 6-3.

Barber and lost the initial set 2-6, before charging back to win the next two sets 6-3, 7-2.

Montminy then faced Rudy Spearman to determine the winner of the loser's bracket. Montminy took the first set 7-5 before dropping the second to Spearman 2-6.

The last set went back and forth before Montminy finally pulled it out 11-9. Montminy then went on to lose to Barrett in the finals.

The double elimination tournament follows United States Tennis Association rules and was hosted by the Wentworth Courts Tennis Shop.

The Tennis Shop holds tournaments periodically through the year.



U.S. Navy photo by JOSN Ryan C. McGinley
 Bart Barber serves a ball in the first round of the Pearl Harbor All-Military Men's Singles Tennis Tournament.

Bridge Run results

Information from
www.timersplus.com

Editor's Note: Last week, Hawai'i Navy news published the results for the Ford Island Bridge Run. Unfortunately, we published the results for 2003. Thank you to the sharp reader who caught our mistake. Here are the correct results for the 2004 Ford Island Bridge Run which was held April 10. These are only the top 20 overall runners.

Name	Time
Christian Friis	33:48.2
Jonathan Osterlund	34:22.4
Pete Boksanski	35:02.0
Andrew Sause	36:05.7
Ricky E De Shaw	36:10.4
Douglas Perry	36:49.7
David Eagar	36:56.2
Jake Rushton	37:00.1
Cheyenne Diaz	37:01.7
Chelsea O Smith	37:50.3
Jozef Gyurke	38:04.2
Jeff Kirby	38:05.7
Ed Cadman	38:21.0
Jeffrey D Greene	38:28.1
Russell A Kutzman	38:41.1
Michael Chan	38:48.1
Susan Burr	39:04.3
Mike Houar	39:11.0
Mark Houghton	39:12.1
Val Umphress	39:10.6

For a complete version of overall results, go to <http://www.timersplus.com/Runs/BRIDGE2004OVERALL.HTM>. For race results by age group, go to <http://www.timersplus.com/Runs/BRIDGE2004AGE.HTM>