

## Coalition invades Bellows Beach



An LCAC from USS Rushmore (LSD 47) rushes on to Bellows Beach Tuesday during a simulated attack after AAVs from the same ship led the way ashore. The exercise was part of RIMPAC operations.

**JO1 Daniel J. Calderón**  
Editor

Sailors, Marines and coalition forces from Special Purpose Marine Air Ground Task Force-3 conducted an amphibious assault exercise at Bellows Beach Tuesday.

The attack was part of the RIMPAC 2004 exercises that have been conducted around the Hawaiian Islands over the past few weeks. The assault of the beach simulated an end to the ground forces of the fictitious "Country Orange," which had been operating from areas around Hawai'i.

"We've got a more chronological exercise," said Lt. Cmdr. Dave Tietzel of the Royal Australian Navy. Tietzel is assigned to Commander 3rd Fleet for two years and is one of the RIMPAC coordinators. "It was good the way we did it before, but you didn't get a good overall picture," he said.

In past RIMPAC exercises, the training was done separately and many of the forces

U.S. Navy photo by JO1 Daniel J. Calderón

▼ See **INVADE, A-2**



### Monk seal saved

Coast Guard aids in seal rescue. See story on page A-6.



### Fore!

August is National Golf Month. See story on page B-1.

## NFCU set to open new branch Aug. 9

**MM3 Greg Bookout**  
Staff Writer

To increase efficiency and better serve customers, Navy Federal Credit Union is scheduled to open a new branch Aug. 9 across from the Navy Exchange Mall complex.

The current NFCU branch, located in building 150 on Naval Station Pearl Harbor, will close its doors Aug. 6 at the normal close of business hours after 20 years of service at its present location.

The move to the new facility will be completed over the weekend of Aug. 7 and business will resume at the new location at 9 a.m. Monday morning.

"This is another step in providing the best level of service we can," said Jerry Sobieski, NFCU manager.

According to Sobieski, the new NFCU branch will increase staff effectiveness and reduce waiting times through a modern layout, which includes a greeter, who will be able to direct members to the appropriate department or other means of assistance most suited to their needs. The new NFCU branch will also feature an on-site, full-service ATM.

The branch will offer expanded business hours from 9 a.m. to 6 p.m.

Monday through Friday and from 9 a.m.-noon Saturday. Customers say the new hours will increase access and make banking more convenient.

"One of the reasons I have another bank, Hickam Federal [credit union], is due to [NFCU business] hours," said Fire Control Technician 1st Class (SS) Kevin Wilkinson. "Everyone needs banking access on weekends."

Lt. Cmdr. Mitch Albin also added that increased hours are necessary to facilitate the needs of shipboard Sailors who don't have the luxury of normal working hours.

"This place [NFCU] is swamped during lunch time when most guys on the ships can get out [to do their banking]," said Albin. "They should stagger hours to help personnel who don't have time during normal working hours to do their banking. Saturday hours help, but that time should be for being with the family."

The new location, 4256 Radford Drive adjacent to the NEX, was selected by NFCU for better access by members, especially during times of increased security and due to its close proximity to the NEX.

"We are very happy about this location," said Sobieski.



U.S. Navy photo by MM3 Greg Bookout

Workers prepare the new NFCU for its opening day. The branch, located across from the Navy Exchange, is scheduled to open Aug. 9.

"It is a win-win situation for members and NFCU."

NFCU is currently the largest credit union in the world, serving about 2.5 million customers through 103 locations, and holds \$23 billion in net assets. Eligibility to bank with NFCU includes active duty Navy, Department of Defense contractors, DoD civilians, military members of other branches of the service serving on a naval base, and almost all employees working on a naval base.

"We have modernized our qualifications for field of membership according to the National Credit Union admission standards," said Sobieski.

All employees from the

current NFCU branch will move to the new branch, and extra personnel have been hired to accommodate the new facility to promote quick and efficient service.

According to Sobieski, business is expected to be strong for the opening of the new NFCU branch. Members' banking needs will be more readily facilitated through a more organized layout in the building and through added hours. NFCU will continue to maintain service to members at the highest standards.

"We are optimistic about our business future in Hawai'i," said Sobieski.

For more information, contact NFCU at 423-9966.

## PMRF helps injured divers

**Tom Clements**  
PMRF Public Affairs

A UH-3H helicopter from the Pacific Missile Range Facility at Barking Sands, Kauai airlifted two injured men from the cruise ship *Pride of Aloha* five miles off the Kauai coast late Tuesday afternoon. The cruise ship picked up the two men after they suffered injuries while diving off the Na Pali coast.

The Navy helicopter, flown by pilots Lt. Bill Reilein and Lt. Adam Schultz, launched within 15 minutes of receiving a request for assistance from the Coast Guard at about 5 p.m.

The helicopter hovered 20 feet over the cruise ship while Aviation Electronics Technician 3rd Class Christopher Szabo was lowered onto the ship and worked with the ship's medical crew to prepare the injured men for hoisting. Aviation Electrician's Mate 2nd Class Damon Baggs operated the hoist and secured the injured men onboard the helicopter. Both Szabo and Baggs are quali-



U.S. Navy photo by JO1 Daniel J. Calderón

This helicopter is the same model flown by PMRF pilots who rescued two injured divers off Kauai Tuesday afternoon.

ified rescue swimmers. By 5:45 p.m., the injured men were aboard the helicopter and on their way to Lihue Airport where an ambulance transported them to Wilcox Memorial Hospital.

"Everything went smoothly," said Reilein. "The ship's crew prepared a nice clear area without obstruction that we could work from. We coordinated with the ship's doctor during the evacuation."

Reilein and Schultz are the same pilots who flew water drops in support of the Kauai Fire Department during the Lihue Transfer Station fire last week.

## Zieser takes command



U.S. Navy photo by JO3 Corwin Colbert

Capt. Michael Zieser is piped ashore after assuming command of Submarine Squadron One. Zieser relieved Capt. Cecil Haney during a change of command ceremony July 8 at Naval Station Pearl Harbor's submarine piers.

Editor's note: Last week, Hawai'i Navy News printed the wrong photo with this story. This is the correct photo of the commodore's change of command.

## PWC celebrates golden age

**Denise Emsley**  
PWC Public Affairs Officer

July 2004 marks the 50th anniversary for Navy Public Works Center, Pearl Harbor (PWC).

For 50 years, PWC's federal workers have successfully met the many challenges directed their way by various Navy, Department of Defense and federal customers. In addition to responding to local customer requirements on Oahu, center employees have also assisted others from Kauai, Midway Island, Guam, the Philippines and Japan.

Supporting the Navy's mission to keep operational forces ready for service has always been PWC's primary goal. With local trade and white-collar expertise, this workforce of approximately 900 highly-skilled civilian



U.S. Navy photo

In 1954, the Navy Public Works Center, Pearl Harbor was established. This is a photo of the original wardroom for PWC.

federal workers and 13 Civil Engineer Corps (CEC) officers is able to do just about any type of work or service a customer may require. PWC's personnel can maintain, repair and demolish facilities; provide utilities

services (electricity, water, steam, air, and wastewater treatment); lease and maintain a vehicle pool of cars, trucks and heavy equipment; and offer engineering expertise, contracting capabilities, and environmental

assistance and lab services.

PWC can trace its heritage back to the early 1900s when the Navy was first established at Pearl Harbor.

In the 1930s, public works efforts included supporting the Navy Yard (now Pearl Harbor Naval Shipyard) and supporting the growing requirements of the submarine base.

As the base grew, so too did the various groups of employees providing public works services. In 1954, a major consolidation of public works personnel resulted in the creation of the Navy Public Works Center, Pearl Harbor.

Over those 50 years, PWC has undergone several more re-organizations and consolidations, extending its area of responsibility from Pearl

▼ See **PWC, A-8**

# Environmental officer earns Bronze Star for service in Iraq

JO2 Devin Wright

Staff Writer

Lt. Cmdr. Duane Eggert, Head of Plans and Operations at Navy Environmental and Preventative Medicine Unit Six Pearl Harbor, received a Bronze Star June 16 for his service as an investigator with Team Pox in Iraq.

Team Pox, a group of investigators and infantrymen or 'shooters,' investigated facilities suspected of housing chemical and biological weapons and met with and interrogated Iraqi scientists.

"We were able to interrogate one of the 55 individuals on the deck of cards," Eggert said, "number 39, I believe. She was already captured and was being held. She was really interesting. She spoke fluent English and received her Ph.D. from the University of Missouri."

Often the team would travel far ahead of the invading U.S. military and beyond the protection of allies.

"Occasionally we would get shot at," said Eggert. "I remember someone throwing a brick at our window in the vehicle. We did have some 'shooters' (a group of armed enlisted men protecting the inspectors). These guys ranged from E-4 to E-7," said Eggert. "It was a frightening time, especially riding in the convoys. We would be stopped in a city because of the crowded



U.S. Navy photo by JO2 Devin Wright  
Lt. Cmdr. Duane Eggert receives the Bronze Star June 16 for service as part of Team Pox in Iraq.

streets and you don't know who is friendly or hostile, but the 'shooters' were very professional. They would say 'Sir, just relax and enjoy the ride.'"

Capt. James Longstaff, officer in charge Navy Environmental and Preventative Medicine Unit Six Pearl Harbor, said Eggert earning the Bronze Star goes beyond being in harm's way.

"When called to do so, he has gone above and beyond the call of duty and excelled way beyond that which is expected of a Navy environmental health officer," said Longstaff. "He has sought out and gained special expertise and training in weapons of mass destruction. He brought us a wealth

of leadership and professional knowledge above that of his peers," said Longstaff. "Put into a highly hostile and stressful environment where time is of the essence and you have to think on your feet in situations you cannot anticipate is where most people fall short. However, Lt. Cmdr. Eggert excelled."

For Eggert, the privilege to wear the Bronze Star belongs to others.

"I'm not sure, but I don't think the 'shooters' were awarded the Bronze Star," said Eggert. "They deserve this honor in my eyes more than anyone, for their professionalism and courage. If they were not awarded this honor, I wear this for them. This is their award."



U.S. Navy photo by JO1 Daniel J. Calderón  
A Marine safety observer rushes across Bellows Beach as an AAV comes ashore during Tuesday's simulated assault of the beach as part of RIMPAC.

## Invade: RIMPAC exercise likened to 'underwater chess' game

Continued from A-1

involved did not get an appreciation for how the entire operation was happening.

"We try and train as we fight," said Tietzel.

This involved synchronizing assaults on various "Country Orange" assets, including sea, air and land attacks at targets on several islands as well as on and below the Pacific Ocean. In addition to traditional carrier battles, this year's war game involved diesel submarines against nuclear-powered subs.

"Diesel boats are quieter and slower so they're harder to find," said Tietzel. "For this exercise, we had three nuclear subs and four diesel-powered ones— one from Australia, Japan, Chile and Korea. They're harder to find, but they have to surface more often."

Tietzel said the simulated undersea battles against diesel submarines are vital since many nations that do not have nuclear submarine technology are using the slower, quieter subs. Coalition submarines were able to eliminate the danger from "Country Orange" boats. Once the threat from "Country Orange's" air and sea assets had been eliminated in the water and on other islands, the attack on Bellows Beach was ready to proceed. Tietzel said this year's exercise helped coalition nations become more focused.

"It used to be two big nations with carrier groups lobbing stuff at each other from a distance," he said. "Now, it's a lot more 'whites of the eyes' stuff."

He likened the current stratagems employed to playing "underwater chess" since coalition forces had to anticipate what the enemy forces might throw at them.

With the RIMPAC exercise, coalition forces were able to conduct mine-clearing exercises before moving on to the air warfare portion. Then, ground assets could be utilized once the area had been "softened" by air strikes. Once the area had been hit from the air, U.S. Marines and coalition forces, including a company from the Royal Australian Regiment, assaulted the area in armored attack vehicles and landing craft-air cushion.

"Marines are here to assault through to an objective," said Staff Sgt. Jeff Middleton with Marine Corps Air Station Kaneohe Bay. "Once they get through, they secure the beach head, then become the lifeline for Marines coming in [after them]."

The forces invading Bellows Beach came in on AAVs and LACs from USS Rushmore (LSD 47) and USS Tarawa (LHA 1). A helicopter insert with helicopters from Tarawa was also part of the invasion force. Tietzel



U.S. Navy photo by JO1 Daniel J. Calderón

A Marine CH-53 helicopter hovers over Bellows Beach Tuesday as part of the simulated invasion during RIMPAC. The helicopter was part of the air assault forces intended to "soften" the beach for the approach of coalition forces in AAVs and LAC.

said the entire exercise was performed well, despite the hurdles encountered.

"We're pleased with the way it's progressed and we're pleased with the coverage," he said. "Everyone involved is getting good training. We've come a long way in being able to talk with each other," he continued. "Now we're able to talk at the level we've always wanted to before. We don't let little things stop us. We find ways around problems."

Tietzel credits the pre-war game interaction, like sporting events and social functions, as crucial to the enhanced communication. In addition to the camaraderie, RIMPAC showed how coalition forces could counter strikes with no one nation carrying the full weight of the strike force.

"Everyone's downsizing their forces based on what other countries can provide," said Tietzel. "Australia doesn't have a carrier because we know the U.S. can provide that. A coalition is the only way anyone's going to go in and do anything."

## Sailor, spouse busted for 'Ice' in Radford Terrace

Navy Region Hawai'i Public Affairs

Agents from the Naval Criminal Investigative Service, Drug Enforcement Administration, Hawai'i Department of Public Safety narcotics enforcement division and the Honolulu Police Department's special services division executed a federal search warrant on a home in the Radford Terrace Navy family housing area July 15.

Agents had reason to believe that the residence contained controlled substances, related paraphernalia and a clandestine laboratory used to manufacture crystal methamphetamine, or "ice."

A first class petty officer assigned to Personnel Support Detachment Pearl Harbor, her civilian husband, and a third civilian were taken into custody.

After arresting the three, agents recovered "ice"-producing ingredients and equipment from the home.

Investigators took air and surface samples in and around the house to ensure that any contamination was not a threat to neighbors.



U.S. Navy photo by JO1 Daniel J. Calderón  
Agents test items at the home on Peltier Ave. for chemical residue following the July 15 execution of a federal search warrant at the home.

# Hawai'i Navy News Editorial

## Keys to a successful performance evaluation

Commentary

### For Your Security and Safety

Karen S. Spangler, Assistant Editor karen.spangler@navy.mil

## Safety at the pumps

If you drive a car, stopping by the gas station once or twice a week to refuel your vehicle is necessary. But it also could be dangerous for motorists who don't heed advisories for safety at the pumps.

According to the National Fire Protection Association, an estimated 7,400 fires and explosions occurred at public service stations from 1994-1998. About two-thirds of those incidents involved vehicles.

The warnings posted at gas stations advise motorists not to smoke during refueling and not to leave the car engines on. There have also been warnings about the dangers of using cell phones while at the gas pumps. Many cell phone manufacturers recommend that cell phones should be turned off while refueling a car.

But the biggest dangers at the gas pumps are the hazards caused by static electricity during refueling. The Naval Safety Center notes that fires started at gasoline pumps by static electricity can easily be avoided.

The important thing to remember is to avoid generating static electricity during the refueling process and to make sure to release any static buildup before touching the pump nozzle or anything near the fuel-tank opening.

A spokesman for the Petroleum Equipment Institute cautioned motorists not to enter the car while refueling.

"That way, you won't have a static buildup when you sit down in your car, which appears to be the leading cause of these fires," he said.

He explained that about 75 percent of the victims are women because they are more likely to get back into the car to get their purse or check on a child.

The Naval Safety Center recommends that before motorists handle the gas pump for the first or last time, they should make sure they are free of static-electricity sparks. This can

be accomplished by touching a metal part of the car somewhere away from the fuel-tank opening and the nozzle.

The center also cites another contributing factor to static electricity - the hold-open clip on gas nozzles. Such clips are outlawed in some areas because of the potential for static-electricity sparks.

Here are some additional precautions from the National Fire Protection Association that you should follow when refueling your car:

- Turn off your vehicle's engine.
- Keep gasoline and other fuels out of children's sight and reach. Besides being a fire hazard, gasoline is highly toxic. Never let a child pump gas.
- Don't smoke, light matches or use lighters.
- Pay attention to what you're doing. Pumping gas is the transfer of a hazardous substance; don't engage in other activities.
- If you must use any electronic device, such as cell phones, computers or portable radios while refueling, follow the manufacturer's instructions.

However, consumers are strongly cautioned about the use of such devices while in the vicinity of the gas pumps.

- Use only the refueling latch on the gasoline-dispenser nozzle - if there is one. Do not jam the latch with an object to hold it open.
- To avoid spills, do not top off or overfill your vehicle.
- After pumping gasoline, leave the nozzle in the tank opening for a few seconds to avoid drips when you remove the nozzle.
- If a fire starts while you're refueling, don't remove the nozzle from the vehicle or try to stop the flow of gasoline. Immediately leave the area and call for help.

If you have a security or safety question or concern, please send us an email or a fax and we'll obtain an answer.

### Commentary used with permission from Military.com

One of the most critical elements in preparing for promotion is the performance evaluation process. Understanding how the process works, and how to make it work for you, can be a major key to your success.

No matter what your rank is, you are subject to being evaluated by your chain of command. The evaluation process begins the day you join, and can make or break your career and promotion opportunities.

Officer and enlisted evaluations have three major purposes. The first is to provide you with meaningful feedback on what is expected of you, a progress report on how well you are meeting those expectations, and advice on how to better meet those expectations in the future. The second is to provide a reliable, long-term, cumulative record of performance and potential based on that performance. The third is to provide promotion decision-makers and selection boards with sound information so they can identify the best-qualified officers and enlisted personnel.

To accomplish these purposes, the evaluation system focuses first and foremost on

performance. Performance reflects how well you do your job. This is added to the qualities you bring to the job. It is also important to track the development of skills and leadership.

Evaluation systems emphasize the importance of performance in several ways, using periodic performance feedback, as the basis for formal evaluation reports, and, for performance-based promotion recommendations.

### Five steps to improving your fitness report "SCORE"

Although the performance system is designed to observe and report your performance, there are five steps you can take that can help improve your evaluations.

**Step 1. Start** out by reading any relevant instructions related to both the evaluation and promotion processes. Understanding how the process works is key to making it work for you. Pay particular attention to the appropriate evaluation form for your rank.

**Step 2. Communicate.** Talk with your supervisor about your performance report. You should go over the form line by line to determine their expectations. Ask your supervisor for their advice on how to improve your report. Establish short, intermediate and long-term performance

goals and share them with your supervisor.

**Step 3. Be Opportunistic.** Take every opportunity you can to demonstrate the level of performance that your supervisor suggested. Be sure to take the initiative and show that you're committed to performing at the highest level.

**Step 4. Record** your personal performance. Keep a performance diary, noting the times and situations when you demonstrated the skills, initiative, leadership and performance your supervisor suggested. Write down not only what you did, but also its value or impact on unit mission or career development.

**Step 5. Evaluate** yourself. Complete your own evaluation report on a blank worksheet. Be sure to include documentation and supporting information.

After all, it is your career, and you are the only one who knows exactly what you have accomplished during the evaluation period.

Submit your input and documentation to your supervisor. Your supervisor has a rough job; he or she has to monitor you and your coworkers' performance throughout the entire evaluation period. It is nearly impossible for a supervisor to remember every detail about your performance.

In fact, supervisors tend to remember negative situations more often than the positive ones. By following these five steps, you will make your supervisors' job easier and when you make their job easier, it can't help but positively affect your evaluation.

Here are some additional tips to help you ensure a positive evaluation:

- Request specific recommendations in the potential block. Examples may include promotion, graduate school, command or a recommendation to chief warrant officer to lieutenant program.
- Be alert for signals from superiors. If signals are confusing, ask for clarification.
- Ensure issues raised in previous evaluations are brought to closure.
- Gain a thorough understanding of your written job description.
- Clearly understand the relationship between your job and your unit's mission.
- Ensure all evaluations are in your record before selection boards and panels convene.
- Maintain a complete personal evaluation file.

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## RIMPAC getting ready to wrap up once again

### Commentary JO1 Daniel J. Calderón

Editor



With all the ships from RIMPAC coming back and Sailors from around the world returning to shore, it's time to look back and reflect on what we really got out of the exercise.

I know the strategic importance of interoperability and other military buzzwords that get thrown around when

high-level operations like this go down, but what did we, as regular Sailors, get out of it?

If we were lucky, we got the chance to meet the other regular Sailors, Marines and military members from the countries who visited Hawai'i. The very lucky ones took advantage of all the sporting events and actually spent time with our visitors and got to know a few of them. Hopefully, any correspondence started during RIMPAC will continue long after this exercise has faded in our collective memory.

I think that is the true value of the

exercise — showing just how small this world is and how similar we all are as people.

Interoperability and strategic jargon are all great things, but being able to relate as individuals is even better. People ask me why I do what I do. I tell them that I work for the day that the military will become obsolete. I look forward to the time when no one will have to be forward deployed anywhere.

To quote The Walrus, "You may say I'm a dreamer, but I'm not the only one. I hope someday you will join us and the world will live as one."

# Hawai'i Sailors 'talk story'

## Culinary Specialist 1st Class (AW/SW) Carlos Wilkerson

Culinary Specialist 1st Class (AW/SW) Carlos Wilkerson is a devoted and experienced husband, father, and Sailor. Wilkerson has developed a strong connection with the island of Oahu, stationed in Hawai'i for the past 11 years. He has spent time at various types of duty stations, met and married his wife, Gaylyn Ki'ilani Wilkerson, nine years ago and is raising a son and a daughter.

"My favorite activities during my time off are spending time with friends and family, and shopping for the kids," said Wilkerson.

At work, Wilkerson manages a team of Sailors, and manages another team during his liberty time at home and on the field with his family. Wilkerson is the assistant coach of the Leeward Soccer Club Twisters, but has been active in coaching soccer

with the Hawai'i Youth Soccer Association for the past 3 years.

"I enjoy coaching soccer a lot, but my favorite sport is running," said Wilkerson.

Starting with a few Hot Wheels cars received from his mother as a young child, Wilkerson has developed an interest in automobiles and an extensive collection of miniature cars. He currently has about 6,000.

"I have collected them [Hot Wheels] since I was two or three, I'm really interested in knowing all about different makes and models of cars," Wilkerson said. "Some people collect cars to sell and make money but I could never sell them. I just collect them because I enjoy them."

Along with his shore side activities, Wilkerson said he has had an interesting service time in Hawai'i. He arrived in 1993 and has had an array of assignments

### Vital statistics

**Name:**  
Carlos Wilkerson

**Hometown:**  
Dayton, Ohio

**Duty station:**  
VPU2, Marine Corps Base Hawai'i Kaneohe

**Job:**  
First lieutenant

**Favorite part of the job:**  
Taking new Airmen in and trying to make them into good Sailors.



U.S. Navy photo by MMS Greg Bookout CS1(AW/SW) Carlos Wilkerson reads MWR information.

before Special Projects Patrol Squadron 2 (VPU2) at Kaneohe in 2003. Wilkerson said he has enjoyed his time spent in the Navy and on the island. He wants to continue his education and naval service, make chief and eventually gain a commission before retirement.

"I believe the military is a good move, I enjoy my job and will continue to set an example to help our younger Sailors stay on the right path for success," Wilkerson said. "We have been happy here, but we are always ready to move on somewhere else and see what all the Navy has to offer."

Commentary

## Ohana Line

I'm getting ready for a vacation to the Big Island. Does the military have any sort of accommodations for Navy members over there?

According to the "Your Military in Hawai'i" guide for 2004, the Kilauea Military Camp on the Big Island of Hawai'i is available for eligible patrons.

The "mountainside resort built exclusively for the military and their guests is located in the heart of Hawaii Volcanoes National Park.

"There are 77 comfortably-appointed guest cottages and apartments, each featuring a fireplace, cable TV, a mini refrigerator, microwave and coffee maker. Cottages and apartments vary from one, two, and three-bedroom units. Selected units include a Jacuzzi and/or kitchen.

"There is also a cafe, general store, recreation lodge, meeting rooms, dormitory, gas station, theater and chapel.

"Rates range from \$46 to \$120 per night and reservations may be made up to a year in advance."

For more information or reservations, visit their web

site at [www.kmc-volcano.com](http://www.kmc-volcano.com) or e-mail them at [reservations@kmc-volcano.com](mailto:reservations@kmc-volcano.com). In Hawai'i, patrons can call them directly at 438-6707 or from anywhere at (808) 967-8333.

I'm not in a PPV home and I have my brother coming out to Hawai'i for an extended visit. Can he stay with me?

According to housing regulations, only military personnel and their immediate family members are allowed to live in family housing. Guests must be registered with the housing office if they are staying longer than 48 hours but less than 30 days. Guests staying less than 48 hours, need not be registered.

Approval is required from Commander Navy Region Hawai'i for guests staying more than 90 days. Information on the procedures for requesting exception to policy and the request forms are available at the Navy family housing office.

The military sponsor is always responsible for the conduct of their guests while they are on any military installations in Hawai'i.

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# Construction to begin on Mini-mart roof

**JOSN Ryan C. McGinley**  
Staff Writer

Work to replace the chiller located on the rooftop of the Navy Exchange Mini-mart in building 150 on Naval Station Pearl Harbor will begin Aug. 2.

Service members, their family members and civilians are asked to be aware of increased traffic flow surrounding the area until its completion Oct. 21.

While the mini-mart will remain open, significant equipment, including a crane for one day, will occupy five parking spaces - making normal traffic flow cumbersome, said Chief Culinary Specialist Eduardo Cuyos, building 150 manager.

Navy Federal Credit Union will also be open through Aug. 6 before it closes permanently and the new facility is opened (see story on page A-1).

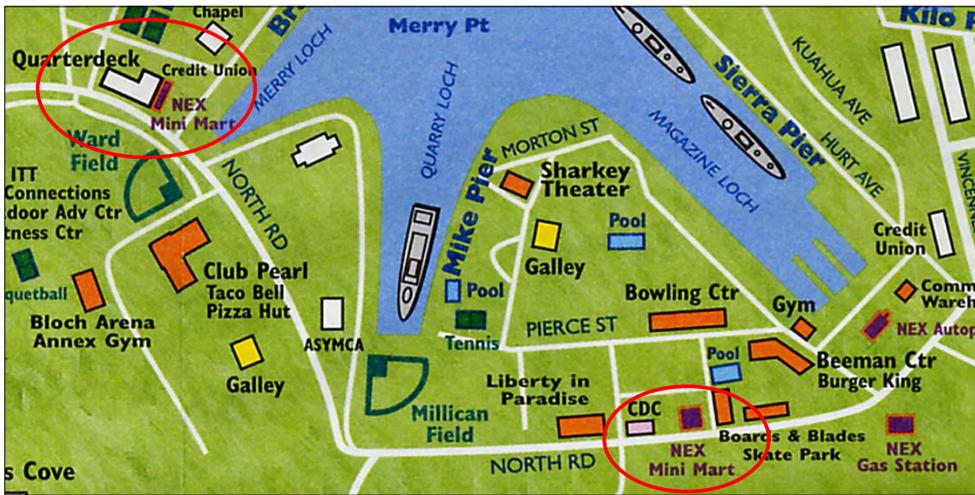
Cuyos said the construction work will include asbestos and lead abatement as well as installations required for the new chiller. Workers are taking all necessary precautions to maintain a clean and safe environment.

The Navy Exchange Mini-mart at building 150 will be available for use as well as the mini-mart located on the submarine side of the base, next to the Child Development Center and in front of the bowling alley. Customers are asked to proceed with caution while personnel work to install the chiller unit.



U.S. Navy photo by JOSN Ryan McGinley

The chiller atop the mini mart at building 150 will be removed and serviced beginning Aug. 2. Patrons are asked to use the mini mart on the submarine side of the base. Locations of the two mini marts are indicated on the map below.



# RIMPAC offers many lessons

**Devin Wright**  
Staff Writer

USS John C. Stennis (CVN 74) arrived in Pearl Harbor yesterday marking the end of Rim of the Pacific maritime exercises 2004.

RIMPAC involved seven different countries combining forces in an effort to continue to build a better alliance through communication and learn from each other's strengths and weaknesses.

"We've learned that when we work with coalition allies that there are different levels of co-operation," said Rear Admiral Patrick Walsh, Commander Carrier Group Seven. "In the past, we would have been content to work through some confliction issues by having translators and linguists on board in order to conduct operations safely. What we've learned in these RIMPAC exercises is it's important to integrate by bringing allies to daily operations meetings and that the faces of leadership interact close in order to carry out combined missions in a real life scenario," Walsh stated.

"We are not looking for simple integration during RIMPAC. We are looking for assimilation of capabilities and that takes co-operation and discussions on a different level than we've seen in the past," he added.

Master Chief Charles Ratliff, command master chief of Sea Control Squadron (VS-35), said RIMPAC, in a sense, is seven countries uniting for three weeks to become a single Navy.

"It's amazing to see our ability to work as one force," said Ratliff. "We've had an opportunity to work with these great countries and become a team in war time



U.S. Navy photo by J02 Devin Wright

A flight deck safety observer watches an F/A-18 make its approach to USS John C. Stennis (CVN 74).

scenarios. That's what we've all come out here to do. We not only accomplished that, but we accomplished it well."

For many Sailors, RIMPAC offered them the opportunity to work on various qualifications.

"I have been trained on a lot of things right now," said Airman Stephen Bussiere of VFA-113 aboard USS Stennis. "We have so many more flight operations that you get more training. I've learned a lot which gets me that much closer to my air warfare pin."

RIMPAC also gave junior Sailors the opportunity to meet foreign sailors.

"My friends and I have friends from the Australian Navy and Japanese Navy," said Bussiere. "We plan on getting together in Hawai'i."

For senior leadership, the opportunity to participate in RIMPAC is extraordinary.

"We're in historic waters when you think about the role that Hawai'i has played in the United States Navy," Walsh explained. "These exercises have given us a chance to take stock of ourselves and our allies and what we treasure. We treasure our service and what we value more than anything else are those who stand with us," he said.

# UNITAS task force completes work-up phase

**Commander, United States Naval Forces Southern Command Public Affairs**

A 22-ship multi-national task force completed 105 training events during the first week of at sea operations for UNITAS 45-04 Pacific Phase July 17.

The training events ranged from surface gunnery exercises to light line transfers, from anti-submarine and electronic warfare training, to quick reaction drills and anti-ship missile defense.

Naval and Coast Guard forces from Argentina, Chile, Colombia, Ecuador, the United States and Peru, along with observers from Canada and Mexico, are participating in UNITAS 45-04 Pacific Phase.

UNITAS is the premier multi-national naval exercise in the region, which is conducted under the direction of Commander U.S. Naval Forces Southern Command and hosted this year by the Peruvian Navy.

"The first week of operations allows us to fine tune procedures and hone our skills in all the traditional warfare areas," said



U.S. Navy photo by LT. Ligia Cohen  
FC3 Anthony Natt conducts maintenance on the close in weapons system aboard USS Thomas S. Gates (CG 51), the U.S. flagship for UNITAS 45-04 Pacific Phase.

Commodore Dave Costa, Commander Destroyer Squadron (CDS) 6 and U.S. Task Group 138.0, which includes the guided missile cruiser USS Thomas S.

Gates (CG 51), the guided missile frigate USS Crommelin (FFG 37) and their embarked air squadrons from Helicopter Antisubmarine Squadron Light (HSL) 42 and 37,

in addition to USCG Legare and supporting detachments from Fleet Composite Squadron (VC) 6, Afloat Training Group and the Coast Guard International Training Division (ITD).

"These [supporting] units are providing the latest training tools and methods for the task force," added Costa. "We have a great variety of training, from ITD pollution control symposiums ashore to remote-controlled drones and ship deployable surface targets simulating realistic threats at sea. This is great training in a high-tech environment."

The training evolutions set a fast pace for the crews, who keep up with the schedule by executing one event while preparing for the next.

"I don't think it's possible to fit more exercises into a one-week period," said Operations Specialist First Class (SW) Daniel Roberts from USS Crommelin. "Every warfare has been worked, the training value for Crommelin is immeasurable... excellent control time across multiple air frames for my ASTACs (antisubmarine tactical air controllers), and great formation steaming for junior operational specialists, and a nice refresher for

us gray-haired goats."

Another unique training opportunity has been provided by the Peruvian diesel submarines and their skilled crews during anti-submarine warfare exercises involving the detection, monitoring and neutralization of threats under the surface.

"During the first week, we conducted more than 500 man hours of training," said Senior Chief Sonar Technician (SW) Joe Christian, the sonar leading chief aboard USS Thomas S. Gates. "When we are in charge of the evolution, we have to plan how we are going to task all ships in the action groups and direct the employment of all the assets."

With all the work-up phase training under their belt, the UNITAS force now prepares to test its ability to operate as a unified coalition force in a realistic scenario during the final battle problem. Here, the multi-national force will be tasked with a variety of missions enforcing U.N. sanctions.

Together they will prioritize tasks, manage assets and stay flexible within the rules of engagement to achieve their ultimate UNITAS goal: interoperability.

## F-14 on last deployment

**JO2 (SW) Christopher C. Fowler**

*USS John C. Stennis Public Affairs*

The F-14 Tomcat, made famous by the movie "Top Gun," is making its final Pacific deployment during Summer Pulse '04 aboard USS John C. Stennis (CVN 74).

Flown by Fighter Squadron 31 (VF-31), this deployment is ending a chapter in naval aviation history.

VF-31, nicknamed the Tomcatters, is deployed on board Stennis in support of Summer Pulse '04 and Rim of the Pacific '04. Also known as the "Felix the Cat" squadron, the Tomcatters have been flying the F-14 Tomcat for 24 years.

According to VF-31's commanding officer, Cmdr. Aaron Cudnohufsky, the Grumman F-14 Tomcat first entered service in 1972 and reached initial operational capacity in December 1973. It was designed for long-range aircraft carrier defense.

Since then, the variable-geometry, dual-seat Grumman Tomcat has become America's icon of U.S. naval air superiority.

"The Tomcat started as a fleet defense aircraft system," said the 20-year veteran. "But it has always had the ability to be adapted to meet new mission require-

ments. From power projection from the sea, to putting bombs on target, the F-14 has always been fantastic at meeting its mission head on and succeeding," added Cudnohufsky.

Cudnohufsky was quick to point out that the true character and strength of the aircraft and the squadron are its people.

"When the aircraft lands and is chained down, it is like a NASCAR pit crew descends on it," he said. "That is what really makes it go."

And go it has, according to Cudnohufsky, who said the Tomcat has rightfully become an American legend.

"I like to compare the F-14 to a Harley Davidson," said the Iron Mountain, Mich. native. "There are a lot of airplanes out there. But none have the beauty and grace of the Tomcat. Every time I am in the aircraft, I am in awe of it. It looks fast just sitting there," he remarked.

VF-31 Command Master Chief Tom Gall said that it has been an honor to be a part of a Tomcat squadron.

He said that even after 25 years of Navy service, he is still sometimes awestruck by the plane's aesthetic qualities.

"The Tomcat just looks sharp," said Gall. "It's mesmerizing to watch it fly, especially as it sweeps its wings back and goes in for the kill. I'm quite certain that many



U.S. Navy photo by PH3 Mark J. Rebias  
A pair of F-14D Tomcats from the "Tomcatters" of Fighter Squadron Three One (VF-31) fly in formation over USS John C. Stennis (CVN 74) prior to landing. The ship and Carrier Air Wing Fourteen (CVW-14) are taking part in Rim of the Pacific (RIMPAC) 2004, during her scheduled deployment supporting the Navy's new Fleet Response Plan (FRP), Summer Pulse 2004.

people will miss it when it is gone."

Throughout its long career, the F-14 has performed many different missions, said Gall.

"Its interoperability has made it a true workhorse of naval aviation," he said. "From air supremacy, or dog fighting, to reconnaissance and putting bombs on target, the Tomcat has been the inspiration for many to dream of earning their wings and becoming a naval aviator."

Aviation Structural Mechanic 1st Class Jack Mitchell is VF-31's Sailor of

the Year. He has spent his entire 18-year career maintaining F-14s.

"I remember when I first graduated from 'A' School and I was home on leave when the movie 'Top Gun' was released," said the 42-year-old. "I thought to myself, 'Wow, that's the plane I'm going to be working on.'"

Having begun his career shortly after the F-14's introduction to the fleet, Mitchell has worked on nearly every Tomcat variant.

Now, 20 years later, both he and the Tomcat are in the twilight of their respective careers. Mitchell said the F-

14 will always have special meaning to him.

"I'm glad to have been a part of a legend," said Mitchell quietly. "Everyone wants to be a part of the best and I can say that I have been. I wouldn't want to work on any other plane," said Mitchell, shaking his head. "I'm proud to have been a part of something special. I have been a part of the Tomcat community."

The squadron's next incarnation will be as Strike Fighter Squadron Three One (VFA-31) after it transitions to the F/A 18 F Super Hornet.

According to Cudnohufsky, VF-31 will continue to endure for many generations.

"It's because of the strength of character of the members of this squadron that this squadron will continue," said the 43-year-old fighter "RIO" (radar intercept officer). "We take changes in stride. We always have. It will be bittersweet, but we will transition smoothly."

Even as Stennis pushes through the warm waters of the Western Pacific, VF-31 Sailors work day and night, keeping the Tomcat flying.

## Home defense: PMRF, Hawai'i-based ships conduct successful ballistic missile defense test



U.S. Navy photo

File photo of USS Paul Hamilton. The ship participated in Pacific Explorer III, the latest in an ongoing series of exercises in which Aegis ships conduct long-range surveillance and tracking of ballistic missiles.

**Missile Defense Agency Public Affairs**

The Missile Defense Agency and the U. S. Navy moved closer toward fielding a homeland missile defense capability by successfully completing a special event concurrent with the RIMPAC (Rim of the Pacific) 2004 exercise in the Hawaiian operating area.

The event, called Pacific Explorer III which was held last week at the Pacific Missile Range, Barking Sands, Kauai, was the latest in an ongoing series of exercises in which Aegis ships conducted long-range surveillance and tracking of ballistic missiles and successfully communicated that information in support of the ballistic missile defense system.

The exercise was conducted under the operational guidance of Commander, Third Fleet and included participants from U. S. Strategic Command,

Northern Command, Commander, Pacific Command and Seventh Fleet in Japan.

Third Fleet participants included the USS Lake Erie (CG 70) and USS Paul Hamilton (DDG 60), both outfitted with special Aegis ballistic missile defense computer programs and equipment, plus F/A 18s from the aircraft carrier USS John C Stennis and a Navy special warfare task group. Other missile defense participants included the 100th MDE Brigade from Colorado Springs, Colo., operating the ground-based midcourse defense system.

In the exercise, friendly forces were threatened with ballistic missile attacks. Three-stage sounding rockets, known as Aegis readiness assessment vehicles, replicated the threat.

Upon launch, the Aegis ships detected and tracked the rockets, reporting the track to the BMDS system for constructive engagement

by ground-based midcourse interceptors. The Aegis BMD ships also directed the F/A-18s to conduct simulated attacks against the launch site. This was done in coordination with a simulated Tomahawk strike from the ships.

The exercise then called for the hostile force to launch a cruise missile attack on the BMD ships. Lake Erie and Paul Hamilton shifted mission focus to cruise missile defense and engaged the inbound cruise missiles with standard missile-2. Live drones were used to simulate the cruise missiles.

Paul Hamilton is one of 15 destroyers that the Pacific fleet expects to have outfitted with the special Aegis BMD equipment and computer programs over the next several years. Lake Erie and two other Navy cruisers will be outfitted with a similar surveillance capability, and the ability to engage ballistic missiles with the standard missile-3.

## NSPS briefs come to Pearl Harbor



Photo by Lacy Lynn

Pat Adams, deputy assistant Secretary of the Navy for civilian human resources, conducts an informational brief on the National Security Personnel System for DoD civilians July 13 at Marine Corps Base Hawai'i, Kaneohe Bay. Adams also conducted a brief at the Pearl Harbor Shipyard July 14 and at The Banyans July 15.

## Coast Guard C-130 air crew helps Hawaiian monk seal

PA2 Erica Taylor  
U.S. Coast Guard

A Coast Guard C-130 crew from Coast Guard Air Station Barbers Point transported an endangered Hawaiian monk seal from Oahu to Kauai three weeks after the animal underwent life-saving surgery.

The National Oceanic and Atmospheric Administration requested Coast Guard assistance in June to medevac the 500-pound adult male after it was spotted by local residents with fishing line trailing out of its mouth.

The seal was captured by NOAA volunteers while resting on the beach near Waimea, on the Big Island of Hawaii.

"Dealing with large, wild animals in a safe manner for both people and the animal is difficult," said Robert Braun, a contract veterinarian with NOAA. "It took a lot of people and agencies to make this happen."

The seal was transported via a Coast Guard C-130 Hercules airplane to Air Station Barbers Point on Oahu. An awaiting truck then transported the injured seal to Kewalo Research Facility.

Tracking the 20-year-old seal was possible because the seal was part of a scientific study on the health of monk seals in areas close to the main Hawaiian Islands and NOAA had tagged the seal with a transmitter earlier this year.



U.S. Navy photo by PA2 Erica Taylor

The seal, TT-40, was caught by NOAA volunteers and transported via Coast Guard C-130 from Coast Guard Air Station Barbers Point when local residents on the island of Kauai spotted the seal with fishing line trailing out of its mouth.

Veterinarians with NOAA were able to remove 15 feet of fishing line and a leader without surgery, but were unable to locate the hook. After X-rays identified the location of the hook, the seal was relocated to the Marine Corps Air Station Hawaii at Kaneohe laboratory on Oahu to undergo surgery.

The seal, TT-40, required more than five hours of surgery to remove the three-inch hook from its esophagus and 200 stitches to close the two-foot incision. He was then transferred back to Kewalo Research Facility for recovery and monitoring.

This has shown that numerous agencies can work together to make a difference, said Braun. "It highlights issues that are environmentally important and is practice for us when we are called together for other human responses."

According to NOAA's web site, approximately 1,300 monk seals remain in existence, and their only habitat is on and around the Hawaiian Islands. In 1976, the Hawaiian monk seal was placed on the endangered species list and is protected under the Marine Mammal Protection Act.

## USS Reuben James takes family members to Kona

Ensign Anne Gibbon  
USS Reuben James Public Affairs

While the RIMPAC ships stayed in Pearl Harbor, USS Reuben James (FFG 57) escaped to the Big Island for a long weekend with friends and families.

The crew and their dependents, friends and guests from other Navy and Air Force commands left July 2 to take advantage of a long weekend away from homeport. From trips to the volcano, to relaxing at the pools of world famous hotels, to a local Independence Day parade, there were many activities to occupy the Sailors' time.

After an early morning underway, guests toured the ship, getting a feel for Sailors' routines and enjoying views of Oahu from the deck of a ship. For many of the family members, this trip was their first time to observe their Sailors at work underway.

Dependents were seen in just about every space, exploring the ship and spending time with their loved ones. At noon, supply department had a special surprise for the dependents - a steel beach picnic. The view of neighboring islands combined with a cookout on the flight deck proved to be a big hit with parents and kids alike.

The afternoon held another experience for the crew and visitors of Reuben James. The gunner's mates and fire controlmen put on a gun shoot, including the MK75 76mm, CIWS, M-60 and .50 caliber machine guns.

The first day ended in Kona as the guests debarked Reuben James anchored in Kailua Bay. Over the next couple of hours, the Sailors and their families dispersed to hotels throughout the Big Island ready for a weekend away.

The Big Island has many activities for visitors, most notably a trip to watch the lava from the active volcano flow into the ocean. Over the weekend, Reuben James Sailors could be seen all over the island, traveling to the volcano, snorkeling and sunning on the beaches, shopping in the grand hotels of Waikoloa, and experiencing the local culture unique to the Big Island.

For those Sailors on duty, they also found ways to enjoy the trip. Fishing rods were propped on the flight deck throughout the weekend, leading to loaded ice



Photo by Ensign Anne Gibbon

Sailors and their family members enjoy a steel beach picnic aboard USS Reuben James (FFG 57) during a July 2 trip from Pearl Harbor to the Big Island.

chests of local fish.

On the Fourth of July, the flight deck became the hotspot to view Kona's spectacular local fireworks show. Representatives of the local Navy League, the Elks Lodge and other local citizens came aboard to enjoy the show with the Sailors.

On July 5, members of the ship's crew marched in Kona's annual Independence Day Parade, adding a military presence rarely seen in their streets. Following the town's warm reception of Reuben James, Sailors and their family members and friends were sorry to board the liberty boats that ended their weekend of fun.

As Reuben James pulled back into Pearl Harbor on the evening of July 6, the dependents departed the ship with lasting memories of a relaxing weekend on the Big Island with their loved ones.

In order to help defray costs, Reuben James unloaded a contaminated holding tank bladder on the foc'sle allowing the ship to

avoid CHT service costs while still anchoring close to shore.

To save on force protection costs, the ship used its own rigid hull inflatable boat as a picket boat, saving approximately \$11,600. RJA's Zodiac also served as a backup picket in case of an unexpected casualty.

Furthermore, Captain Zodiac's ferry service was contracted to provide fast, efficient and inexpensive transport for dependent disembark/embark and for Sailor shuttle at dawn and dusk.

Utilizing these selective times of ferry service, Reuben James was able to save over \$4,000. While this port visit could have totaled over \$32,000, these and other measures used by Reuben James allowed the total bill to come to just over \$9,000, and offered a 72 percent reduction in price.

For a four-day port visit that brought over 95 dependents and 230 Sailors ashore, RJA's cost-saving measures provided a huge bang for just a few bucks.

**Hawaii Navy News Online**  
www.hnn.navy.mil

## Defense Distribution depot changes hands



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

Cmdr. Robert B. Turner hands the command flag for Defense Distribution Depot Pearl Harbor to Brig. Gen. Kathleen M. Gainey during the change of command ceremony at DDPH July 16. Gainey then handed the flag to Cmdr. Joseph M. Vitelli to signify he had received command of the depot.

## Port Royal celebrates 10th birthday

### USS Port Royal Public Affairs

What can the typical 10-year-old achieve in its first decade of life - a handful of report cards, perhaps a couple of little league trophies, maybe even a couple of shots in a local periodical and an article. USS Port Royal (CG 73) is not your typical 10-year-old. In the life of this proud ship, she has created history and taken part in events that will one day be remembered as turning points in the global war on terrorism.

Conceived in Pascagoula, Miss., the keel of what was soon to be CG 73 was laid on Oct. 18, 1991 by Ingalls Shipbuilding. Just over a year later, on Nov. 20, 1992, briny seawater splashed the virgin hull for the first time. After a commissioning ceremony on Dec. 5 of that same year, she made way to the Gulf of Mexico for a series of sea trials. And at long last, on July 9, 1994, she was turned over to the U.S. Navy and officially commissioned as USS Port Royal (CG 73) in Savannah, Ga.

Since that date, she has been led by commanding officers, beginning with Capt. Nicholas Richards, and, currently, Capt. Patrick E. Allen. She is the 27th Aegis cruiser and the last one to be constructed in the 20th century. Port Royal was also the first cruiser to integrate women into its crew, a process which was completed smoothly and successfully.

She has been to the front lines and back as the air defense commander for the historic Expeditionary Strike Group 1 (ESG 1). She has made a measurable impact on the global war on terrorism by seizing numerous vessels in the northern Arabian Gulf, one of which contained \$11



U.S. Navy photo

million in drugs suspected to be owned by Al Qaeda. She has helped those in need even if it meant making personal sacrifices from her crew as countless times she has pulled alongside vessels simply to send supplies and assistance as it was needed.

To celebrate this occasion, the MWR of USS Port Royal held a party at the Hickam Air Force Base Officer's Club. Over \$6,000 in prizes were awarded, including a trip to Las Vegas and one to Kauai, along with other gift certificates. As a special treat, Richards was invited as a guest speaker.

He spoke of his experiences in the Navy and gave sage advice to the young shipmates hoping to follow in his footsteps.

"Wear nice shoes. That way, at least someone always has something nice they can say about you," he said.

Richards made it a point to mention that everybody knows "stuff" sometimes, from the lowest deck seaman to the saltiest master chief, and to "make sure you are listening."

"It feels good to see everyone here having a good time; it feels like a family reunion having Capt. Richards here," said Damage Controlman 3rd Class Christopher Kight.

## Water quality reports due

### Denise Emsley PWC Public Affairs Officer

It's time once again for the Navy Public Works Center, Pearl Harbor (PWC) to distribute information on the quality of the drinking water.

As the owner and operator of five water distribution systems on Oahu, PWC is required by the Environmental Protection Agency (EPA) to provide an annual report to its customers on the source and quality of their drinking water.

Five water quality reports

(brochures), one for each of its water systems, were distributed in early July.

Navy activities and civilian-billed customers, who receive water from PWC, will receive a water report through the mail.

For Navy housing residents, copies of all five water reports will be available at the Navy Family Housing Office, information desk, 988 Spence St. near Pearl Kai Elementary School and Moanalua Shopping Center.

Copies may also be obtained from PWC's public affairs office by calling 471-7300.



U.S. Navy photo by MM3 Greg Bookout

Angelica "Jelly" Diaz drinks water from a kitchen faucet. PWC distributed water reports asking Navy family housing residents about the quality of their water.

# USS Cheyenne hosts Native American dancers

JO3 Corwin Colbert

COMSUBPAC Public Affairs

The submariners of USS Cheyenne (SSN 773) hosted the Boy Scouts' Kwahadi Indian Dancers, Kossa Indian Dancers and Red Cactus Flower Indian Dancers on a guided tour aboard the Pearl Harbor-based attack submarine July 12.

"I cannot believe how small it is down there. I don't know how they do it. It takes a special person to live and operate in those types of conditions," said Ann Fruge, a parent of a dancer.

The tour included various spaces from the control room, torpedo room and wardroom to the crew's various living spaces.

Robert Kratochvil and Amanda Nicole Jackson, two of the dancers, thought the tour was fun and educational.

"I thought it was awesome to come and see

what submariners do," said Kratochvil. "I like the torpedo room the best and what they do down there. I wouldn't mind joining the Navy as a submariner only if I didn't have to duck down to get through the doors."

"It was fun and interesting. It was a definite learning experience," said Jackson. "I enjoyed learning about the living quarters and mess decks. We got to see how submariners live on the boat," she said.

The Kwahadi group is from Amarillo, Texas and the Kossa group is from Sulther, La.

According to David Alder, an advisor, the groups study Indian cultures and perform dances around the world and this was one of the activities everyone was looking forward to doing.

"This is pretty unique because we got to come on base and visit a submarine," said Alder.

Onboard USS Cheyenne, two Sailors of

Native American descent, Yeoman 2nd Class Jon Davis and Electrician's Mate 3rd Class Ambrose Montero, said preserving the dances of Native Americans is important to understanding the culture and heritage.

"I went to a Blackhawk Indian pow-wow," said Davis who is of Shawnee Indian descent. "The Blackhawk Indians did a medicine dance that is similar to how Christians pray. They use dancing to call their guardian spirits to heal or guide them," said Davis.

"Although I wasn't brought up as Shawnee, I grew into it over time," said Davis. "Now times have changed; for the most part no one wears moccasins and hunts buffalo. But I want to teach my children the heritage, culture and the language."

"Native American dancing is equivalent to church," said Montero who is of Navajo descent. "I didn't know the scouts were dancers. I think it's great that they study Native American culture."



U.S. Navy photo by JO3 Corwin Colbert  
A USS Cheyenne (SSN 773) submariner speaks with Boy Scouts' Kwahadi Indian Dancers, Kossa Indian Dancers and Red Cactus Flower Indian Dancers after their tour of the submarine.

# PWC: Crews assisted with many projects



U.S. Navy photo

A Military Sealift oil tanker collided with FISC PEARL's high-usage Kilo 8 pier in Mar. 28, 1997, causing severe damage. In order to make needed repairs, PWC workers line up a working platform under the pier

Continued from A-1

Harbor to all major Oahu-based Navy commands. In addition, the organization provides public works support to other Department of Defense Pacific commands and federal agencies throughout the state of Hawaii.

PWC employees have been involved in some very interesting and unusual operations in its 50-year history. In the 1960s and early 1970s, personnel provided support to Midway Island, repairing harbor control and air control towers, rewiring runway lights and upgrading family housing.

In 1969, center employees provided support as the United States welcomed home from the moon, astronauts of Apollo's 11 and 12 missions. In 1970, workers were involved in the construction and dedication of both the USS Parche monument and Pacific Submarine Forces Display Center at Submarine Base's 50th anniversary.

In April 1997, crews repaired a severely-damaged pier at FISC Pearl after a Military Sealift tank collided with it.

In 1984, 1986, 1988, 2000, 2002 and even today in July 2004, PWC employees assisted with Rim of the Pacific exercises providing utilities, environmental, transportation and contracting support. Since 1997, the command has donated over 300 computers and 30 printers to local schools, a hospital, and a charity as part of its outreach efforts.

Through typhoons, hurricanes and other tragedies, PWC employees have always stood ready to assist when disaster strikes.

In January 1969, when USS Enterprise pulled into Pearl Harbor severely damaged from a series of explosions at sea, PWC provided emergency power and communications dockside and assisted with the removal of the crew.

Center repair crews have actively assisted with hurri-

cane cleanup and restoration efforts and traveled to Guam in May 1976 (Typhoon Pamela) and in December 1997 (Typhoon Paka). Here at home, PWC personnel performed restoration work on Oahu and Kauai after Hurricane Iwa in November 1982 and Hurricane Iniki in September 1992.

Over the years, PWC received many awards for its environmental actions which include: Fiscal Year 2001 "Champion of Green Government" for PWC's Biosolids Treatment Facility at Kalaeloa from U.S. Environmental Protection Agency, Region 9; Fiscal Year 2000 Chief of Naval Operations Award in the pollution prevention category; and 1999 White House Environmental Award for significant contributions to the environment in the areas of affirmative procurement, waste reduction and recycling innovations.

Throughout the center's history, the civilian employees and CEC officers of PWC have contributed to the Navy's successes at Pearl Harbor.

One award acknowledging their efforts is the Secretary of the Navy's Meritorious Unit Commendation, which was awarded on July 7, 2003 to Navy Region Hawaii for its "unparalleled success in implementing regionalization." Center personnel were identified as part of the team that stuck together and got the job done.

With many challenges and achievements attained over its past years of service, the PWC of today stands ready to support the Navy of tomorrow.

In fact, center employees are busy preparing for the dis-establishment of PWC and working toward the February 2005 stand-up of NAVFAC Hawai'i which will integrate all current PWC employees plus personnel from two other organizations.

This initiative will consolidate engineering and public works support into one organization to support the Navy of the future.