



Bravo Zulu

Naval Brig Pearl Harbor

Navy/Marine Corps Commendation Medal
NC1(AW) Joyce Butler

Navy/Marine Corps Achievement Medal
ABE1 Tyrrell Baker

Letter of Commendation
MM3 James Lucinski
Cpl. Keith Hammie

Froked
GSE1(SW) Cliff Cavales
SH1 Arturo Posis
SW2 Dustin Penney
BM2 Tommie White

Staff Member of the Month
EM2 Richie Balao

Naval Security Group Activity
Pearl Harbor

Navy/Marine Corps Achievement Medal
CTM1(SS/SW) T. P. Baker
CTA2 G. Salgado

Letter of Commendation
CTT2 C. J. Saxton
CTT2 D. J. Hutto

Good Conduct Medal
CTT1 T. C. McKinney

Froked
CTM2(SW) J. D. Johnson
CTM2 M. M. Mason
CTM2 S. M. Morrow
SK3 J. M. Farrior
CTT3 R. L. Royster

USS Columbia (SSN 771)

Reenlisted
MM2(SS) Johnny Quilenderino

Salvor completes tow of Coast Guard cutter with improved towing machine alteration

By Lt.j.g. Jonathan Hilt
USS SALVOR

Preparing for a transoceanic tow can be somewhat of a challenging task, especially when a major shipalt is conducted on a ship's towing machine just prior to an assigned tow.

During a recent CNO Planned Maintenance Availability (PMA), USS Salvor (ARS 52) received "new and improved" AC hydro-electric motors as part of her towing machine shipalt. Being the last of the ARS 50 class ships to receive this shipalt, Salvor's towing machine re-certification went quite smoothly.

With the assistance of sister ship USS Safeguard (ARS 50), Salvor was a "full up round" to conduct her first transoceanic tow in more than three years—the tow of Ex-USCGC Basswood from Pearl Harbor to San Francisco. It's a rare occasion to see two salvage and rescue ships participating in a tow-and-be-towed evolution, but Safeguard recently volunteered to be Salvor's "towed vessel" during the re-certification. "It's always a pleasure to operate and train with our shipmates on Safeguard—they're a bunch of true professionals," commented Lt. Cmdr. Bette Bush, Salvor's commanding officer.

Following the two-month planned maintenance availability, Salvor's crew was eager to get underway. "Maintenance periods are really tough on the crew, especially when a lot of major work needs to be done in such a short period," said Master Chief Engineman (SW) Tokarek, Salvor's main propulsion assistant and command master chief.

Fireman Lin, who had never been underway before added, "I really wanted to go to San Francisco, I know



Lt.j.g. Jonathan Hilt photo

USS Salvor (ARS 52) recently completed a tow of the Coast Guard cutter Ex-Basswood from Pearl Harbor to San Francisco, using upgraded AC hydroelectric motors as part of its towing machine shipalt.

there is a lot of things to do."

A Hawaiian Tug and Barge (HTB) tug "passed the tow" to Salvor in the vicinity of Dry Dock 4. The newly revamped towing machine was put to the test when Chief Hospital Corpsman (SW/DV) Sanders monitored the connection to the fore-castle of the Basswood and the tow wire began to take a strain.

"This was the first tow many Sailors on board Salvor had ever done. EN2 (DV) John Hopkins commented "The training was good, I realized that towing a large vessel isn't as easy as some people might think, the tow gave the ship an unusual roll." With the smooth "passing of the tow," Salvor, with Ex-Basswood in tow, began her 10-day transit to San Francisco.

With only three days left to go in the transit, Basswood's flooding lights illuminated. Salvor's former Damage Control Assistant, Lt.j.g. Walsh and a team of damage controlmen boarded the tow

to investigate. A heavily leaking flange was found in the main machinery space.

DC3 Jason Rivera jumped at the opportunity to help. "I enjoyed the challenge of figuring out how to de-water a vessel in an emergency situation, working with everyone from Chief Robinson to the commanding officer."

Petty Officer Davis added, "I was really surprised how much water could accumulate in such a short period of time, it was great to use DC gear for an actual situation."

Because Ex-Basswood had no power and no internal lighting, it took a team effort to rig the P-100 pump to de-water the main space, which accumulated more than a thousand gallons of water. When the crisis was over, Salvor sailed under the Golden Gate Bridge into San Francisco Bay for some well-deserved liberty.

The Coast Guard vessel was delivered to its final resting place in Suisun Bay, San Francisco.

Salvor helps recover mines during 'Kernel Blitz'

By Lt.j.g. Jonathan Hilt
USS SALVOR

After completing a transoceanic towing operation from Pearl Harbor to San Francisco, USS Salvor (ARS 52) immediately transited down south to San Diego to participate in Exercise Kernel Blitz '99. Salvor's assigned tasking was to provide VEMS interrogation, minefield security, and minefield recovery services.

Salvor's Sailors gained a lot of great experience in ship driving; lowering and raising the RHIB; and diving using the AN/PQS-2A—an underwater sonar used by divers to locate underwater mines. Seaman Marco Gil said, "We received more training in two months than we got on our last six month deployment."

Petty Officer George Robinson continued, "I really enjoyed teaching the new Sailors, who have never been to sea, how to steer the ship and stand Boatswain Mate of the Watch (BMOW)."

Salvor worked jointly with Mobile Mine Assembly Unit One (MOMAU 1) led by Chief Mineman McGinn and Explosive Ordnance Disposal (EOD) Mobile Unit Three Detachment 79. The proactive coordination among the three organizations ensured Salvor's successful recovery of more than 37 mines.

The EOD unit using sea lions helped in the recovery of 30 mines of the 37 mines. EOD Detachment Nine, led by Lt. Kazmierski, also helped Salvor in locating and tagging mines. Both Salvor and EOD Det 9 divers jumped at the opportunity to dive and find the mines. Quartermaster (DV) 3rd class Ross A. Bauer explained, "The joint exercise with MOMAU 1 and EOD units provided me with a more diversified experience in underwater salvage and mine retrieval. It was a true pleasure to work mine deck retrieval and joint dive operations." Immediately following the exercise, Salvor once again headed south to Cabo San Lucas, Mexico. Fishing lines were cast—and fishing on the fantail turned out to be a very rewarding experience. Chief Warrant Officer Ed Morgan used three lines with the eager help of several Sailors to catch 45 Yellowfin tunas.

Petty Officer Allan Cramer commented, "The fishing was great...but the big one got away." Salvor enjoyed fresh sushi for dinner that night, as there was plenty to go around. Once in Cabo San Lucas, the crew set out for three days of liberty. Operations Specialist 3rd Class Diane Jones said, "This liberty port was a much needed break after the tough operations by team Salvor during exercise Kernel Blitz."

Asheville Sailor honored with Navy Submarine League award

By Lt.j.g. Shane Strohl
USS ASHEVILLE



Machinist's Mate 1st Class (SS) John Evans of USS Asheville (SSN 758) recently received the Naval Submarine League Charles A. Lockwood Award for Submarine Professional Excellence.

The award was presented at the Naval Submarine League's Seventeenth Annual Symposium in Washington DC by Vice Adm. Daniel Oliver, Chief of Naval Personnel.

The Charles A. Lockwood Award holds special significance due to its high selectivity. The Navy Submarine League presents the annual award to individuals who have made outstanding contributions or demonstrated performance worthy of special recognition.

Evans was selected for the award due to his outstanding service and accomplishments while serving as the Auxiliary Division Leading Petty Officer on Asheville. His dedication and superior blend of leadership were instrumental in Asheville's successes during a major Selected Restricted Availability (SRA). Outstanding day to day supervision, energetic approach to his job and can-do attitude are only some of the qualities he possesses. Petty Officer

Evans' rapid requalification and innovative approach to divisional watch station requalification has significantly improved watch bill flexibility across the board and ultimately increased the crew quality of life.

His overall high standards and strong reinforcement of submarining skills contributed directly to Asheville's award of the Submarine Squadron Three Engineering "E" and the Damage Control "DC". As command Physical Fitness Coordinator, he was responsible for the implementation and monitoring of a new program ensuring all personnel are given the opportunity to remain in peak physical condition.

A devoted husband and father, he is able to juggle his success on the ship, donating his time to outside causes and taking care of his family. Equally concerned with his shipmates, he acts as the command's Catholic Lay Leader.

According to Lt. Cmdr. Craig Blakely, Asheville's engineer, "Petty Officer Evans is a dynamic, hard charging leader whose contagious enthusiasm and commitment to excellence set him apart from his peers. He is a leader and mentor to his division and serves as an excellent role model for all hands."

Cmdr. Bruce Grooms, Asheville's commanding officer, said, "Petty Officer Evans is one of our brightest stars. The recognition offered as a result of his selection by the Navy Submarine League is both appreciated and very deserved. His dedication to duty and drive for excellence has been a motivation to us all."

Local training authority established at Pearl Harbor

By Myra Yamada
LTA PEARL HARBOR

Local Training Authority (LTA) Pearl Harbor held an open house on June 2 to announce its standup at the Naval Submarine Training Center Pacific.

The purpose of establishing an LTA in Pearl Harbor is to assist the fleet in finding qualified local, non-traditional training sites to teach formal, Navy courses traditionally taught at Chief of Naval Education & Training schoolhouses on the mainland.

Attendees received informational handouts and a hands-on demonstration of the Navy Synergy Database Program, which is a clearinghouse of all training available to the Navy and other DoD activities. The database address is www.namts.com.

To find out how the LTA Pearl Harbor office can help your activity save TAD training dollars while keeping your Sailor inport, call 473-0384/0387. You may also access the Naval Submarine Training Center Pacific website at www.cnet.navy.mil/nstcp/

ATRCD completes second year of successful PEP partnership with local school

By OSCS(SW) Don Cates
ATRCD PEARL HARBOR

Aegis Training Readiness Center Detachment (ATRCD) Pearl Harbor supported Alvah A. Scott Elementary School for the past two years through the Partnership in Excellence program. The detachment conducted physical training with students kindergarten through 6th grade every other Tuesday throughout the school year.

ATRCD recently participated in a May Day celebration, where detachment members watched students perform skits from local Hawaiian tradition. The detachment also participated in a garden beautification project at the school. Students learn about Hawaiian culture through the many different plants.

The partnership will continue next school year with the addition of a mentoring program

Around the Fleet

CPO board convenes; quotas announced

First class petty officers hoping to pin on chief's anchors this September have better odds of selection on this year's board.

The fiscal year 2000 Chief Petty Officer Selection Board convened June 14 at Navy Personnel Command in Millington, Tenn. The board has been tasked with selecting 882 more chiefs than last year, which represents an increase in opportunity from 14.35 to 19.41 percent.

This means many rates will see an increase in their respective advancement opportunity.

Capt. Mark Lamboni, head of the Enlisted Plans and Policy Branch for Chief of Naval Personnel (CNP), said the increase in opportunity can be attributed to a good advancement rate to E-8 on that last selection board, an increase in the number of chief petty officers requesting to transfer to the Fleet Reserve in the last two years, and 1,369 fewer petty officers competing for consideration before the board.

While there were 18 rates and rate groups that will experience a slight to moderate decrease in opportunity, 25 rates and groups will have at least a 10 percent rise in opportunity. A rate group refers to a specific Navy enlisted classification skill within a specific rate.

Among the rates seeing the largest jump in opportunity were aviation structural mechanic (hydraulics) (from 18.86 to 30.09 percent), submarine qualified mess management specialist (from 4.71 to 22.47 percent), construction mechanic (5.83 to 20.75 percent), and steelworker (8.33 to 31.03 percent).

The entire list of quotas by rate and group will be posted on the Internet at www.bu-pers.navy.mil under the selection board section. The

board is scheduled to end July 23.

U.S. aircraft to redeploy from Operation Allied Force

Secretary of Defense William S. Cohen has authorized the redeployment of more than 300 U.S. aircraft deployed for NATO's Operation Allied Force to return to their home bases in the continental United States and Europe.

Navy and Marine aircraft scheduled to redeploy from bases in Europe to CONUS include: four EA-6Bs from Aviano AB, Italy, to Naval Air Station (NAS) Whidbey Island, Wash., and three to Marine Corps Air Station Cherry Point, N.C.; and one P-3C from NAS Sigonella, Italy, to NAS Brunswick, Maine.

New general detail recruits offered bonus

A new General Detail Targeted Enlistment Program (GTEP) offering 1,000 young recruits a \$2,000 enlistment bonus was established June 1. GTEP is a recruitment program designed to improve General Detail (GENDET) manning.

As stated in NAVADMIN 163/99, the enlistment bonus will be paid upon completion of apprenticeship training and a guaranteed "A" school upon completion of an initial 9 to 15 month GENDET tour.

GTEP allows Navy Recruiting Command to more aggressively pursue the richer summer recruiting market by guaranteeing an "A" school reservation during a period when the number of available "A" school quotas become increasingly limited.

GTEP provides an opportunity to match the needs and desires of newly accessed Sailors with Navy requirements.