Bravo Zulu

USS Honolulu (SSN 718)

Qualified in Submarines
FT3(SS) Saverio Gorniak, Jr.
MM3(SS) Justin Ritter
ET3(SS) Derek Kamei
YN3(SS) Mark McMurray
EM3(SS) Christopher Strong
FT3(SS) Gerald Serrano
FT3(SS) James Connors
ET3(SS) Adam Yeager
MSSA(SS) David Balint

NSGA Pearl Harbor

Joint Service Achievement Medal
CTT1 T.C. McKinney

Navy Marine Corps Achievement Medal
CTT1 D.M. Hicks
CTM1(SW) J.A. Cicero
CTM2 R.F. Fink
CTA2 C.D. Canfield
CTM2(AW) D.E. Wahl
CTM3 M.M. Mason
CTM3 C.J. Corral

Letter of Commendation
CTM1(SW) J.A. Cicero
CTT1(SW) C.V. Lite
CTT2(SW) G.W. Karnes
CTT2 L.J. Czarnecki
CTT2 E.R. Haigh
CTT2(SS) M.L. McKeon
CTM3 M.M. Mason
CTT3 M.D. Wagner
CTT3 R.R. Hartman
CTT3 S. Wu
CTM3 D.J. Yocis

Qualified in Submarines
CTM2(SS) M.L. McKeon

Command Sailor of the Year
CTM1(SW) J.A. Cicero

Senior Sailor of the Year
CTA2 C.D. Canfield

Junior Sailor of the Year
CTM3 M.M. Mason

Command Sailor of the Quarter
CTR1(SW) K.W. Brooks

Junior Sailor of the Quarter
CTT3 R.R. Hartman

Navy receives local award for Marine Barracks preservation

JO1 David Nagle photo

Rick Saltzman photo

The Historic Hawaii Foundation recognized the Pearl Harbor Marine Barracks Preservation Plan on May 6 for its 1998-1999 Preservation Honor Award. (Left) Dave Curry with Helber, Hastert & Fee Planners, Glenn Mason of Mason Architects and Rear Adm. John W. Townes III, Commander, Navy Region Hawaii accepted the awards. Foundation executive director, David Scott, said "We support preservation projects all over Hawaii. We saw the Marine barracks (above) as a wonderful example of the Navy preserving the building instead of tearing it down. The military is particularly interested in preservation." The Navy, along with Helber, Hastert and Fee Planners and Mason Architects, Inc., developed the idea to fix and reoccupy eight former barracks and mess hall buildings. Some of the structures, which date back to 1914, are among the oldest at Pearl Harbor. The Navy plan affirmed that reusing the buildings would be more economical than building new ones. Besides structural improvements, money went to repair holes and drainage problems in the parade ground so the field could be used as a recreational area for youth activities. The Navy committed significant funds for planning and restoring the Marine Barracks complex. Actions over the past five years demonstrated the Navy's pledge to preserve and enhance this important Pearl Harbor national landmark. The Awards were presented at Gentry Pacific Design Center in Honolulu.

MIDPAC, reserve det find success with SMART program

by COMNAVSURFGRU MIDPAC Supply Department

It's no surprise to anyone, aware of the dwindling manpower levels of today's Navy, that our ships need Sailors. In an age of shrinking military budgets, the Navy needs qualified, motivated individuals to keep pace with an unsympathetic operational tempo. In Pearl Harbor and the Seattle-Bremerton area, Naval reservists are coming to the aid of their active duty shipmates via an efficient and productive new program.

Lt. Cmdr. Bruce Clark, Commander, Naval Surface Pacific Detachment 522, Everett, Wash., initiated the Supply Management Assist Readiness Team or SMART concept.

Originally launched in San Diego, SMART uses reserve supply personnel to augment and assist active duty, afloat supply departments.

"The benefits are tremendous", said Clark, a reserve supply officer. "This provides the ship extra manpower for pre-deployment loadouts, financial recordkeeping validations, pre-Logistic Management Assessment (LMA) and Logistic Administration Training Review (LATR) taskings, and decommissioning offloads."

Another attractive feature of the program is that it is not a financial burden on the active commands - funding of annual training and inactive duty training are provided through the Naval reserves.

The SMART program was introduced to San Diego commands in 1995. The concept is similar to Commander, Naval Surface Fleet Atlantic's Supply Management Assist Team (SMAT). Initially considered a one-time "gift" from the reserves to active duty ships, there are more than 30 commands that consider the SMART teams to be an essential and integral part of their supply manning.

"We estimate San Diego SMART teams have provided at least 1,800 'man-days' of direct contributory support to the active commands", said Clark, "at a cost savings of about $1.5 million dollars."

The SMART effort in Puget Sound has also been a success, assisting nine commands in Washington State and Sasebo, Japan. In 18 months, reservists there contributed more than 200 'mandays' of support, saving the Navy more than $500,000.

Clark found an enthusiastic and receptive group at MIDPAC. The group supply officer, Lt. Cmdr. Ernest Fagan, and the reserve liaison, Lt. Stefan Wusstig, were looking for ways to resolve manning shortages aboard MIDPAC ships. Wusstig discovered, "commands needed assistance with supply ratings, and many ships were operating with one disbursing clerk or just three storekeeper's." Clark also found a willing ally with MIDPAC's reserve unit, and received their full support.

Bringing SMART to the ships meant a commitment and an understanding.

"Active duty commands tend to use reservists for the dirty work, and that creates animosity," said Fagan. "We wanted to create a team atmosphere, and make the reservists feel like part of the crew. By establishing legitimate and meaningful work requirements in advance, it enhances the reservists contribution and helps minimize the differences between the active duty crew and reserve Sailors.

Getting smarter is one of the goals of the SMART program. According to Lt. Cmdr. Rick Stack, officer in charge of the MIDPAC SMART team unit, annual training periods (AT) are perfect opportunities for the reservists to enhance their rating knowledge in a shipboard environment.

"Reading a rating book at the reserve center is a dead end," said Stack. "This program gets them involved with critical material, handling real requisitions, interacting with shore supply facilities, and accomplishing manpower intensive inventory management tasks."

Need to complete an inventory, but just cant find the time? SMART personnel can get it done. That knowledge also translates to better scores on the rating exams as well. Said one storekeeper, "On the ship I finally saw all the things I only read about."

Clark recently took the program to the Pearl Harbor waterfront, talking to supply officers and selling the concept. All of them recognized the value and made themselves available. USS Crommelin (FFG 37) had experienced almost a complete turnover in supply personnel and was our prime candidate for a trial run. We sent an SKC and a SK3 to the ship for a weekend. "They were just what we needed", said newly-arrived supply officer Lt. Rod Gayton. "They jumped right in, and most importantly, needed minimal supervision."

The reservists reduced a backlog of MOV's (material obligation validations) and completed an off-load of excess repair parts. USS Port Royal (CG 73) was also a recipient of SMART assistance.

The SMART concept also has the support of shore facilities like Fleet and Industrial Supply Center (FISC), Pearl Harbor and San Diego. Clark met with FISC Pearl's reserve liaison who committed all of their dedicated reservists to the program, creating an opportunity for their best people to gain valuable shipboard experience. Clark said, "Along with the supply knowledge comes opportunities for warfare qualification. As each reservist repeatedly returns to the same unit and develops a rapport with their departments and the crew in general, they are eligible to work on their Enlisted Surface Warfare Specialist (ESWS) fundamentals like an active duty Sailor. Its another way that they can fit in."

If it coincides with their training period, SMART personnel can also get underway, providing they are back in-port at the end of their AT or drill weekend.

SMART works because the administrative aspects are kept at the most simple level. The parent reserve command retains responsibility for all administrative functions, such as orders, berthing, and travel arrangements. The MIDPAC staff and the ships supply officers ensure the process flows smoothly.

Fagan works the requests from the ships based on their schedules.

"We'd have chaos if we waited for ships to tell us what their requirements are two days before a drill weekend. So we sit down and figure out what evolution's are coming up, and which ones will require assistance," Fagan said.

This process ensures the reserve Sailors are always working on vital projects, and each ship is assured that personnel will be available when they need them.

Finally, the reservists are in a position for the ship to recognize them for a clearly defined and expertly performed contribution. "Receiving a letter of commendation or a Navy Achievement Medal is huge for us," said Clark. "Its makes us feel like we're part of the ship."

The SMART program is truly a win-win situation. It's good for the ship, the Sailors and the Navy. As the program continues to grow, it appears it will rapidly become a well utilized institution and a valuable resource.

Around the fleet

SECDEF orders additional aircraft to join Operation Allied Force

Secretary of Defense William S. Cohen has ordered the deployment of up to an additional 176 Air Force and Marine aircraft to join other U.S. aircraft participating in NATO's Operation Allied Force.

The additional aircraft include the deployment of a squadron of A-10s, a squadron of F-16CJs, two squadrons of F-15Es, two squadrons of FA-18Ds and up to 80 KC-135 equivalent tanker aircraft.

This deployment fulfills in part an earlier request for more aircraft from Gen. Wesley K. Clark, Commander-in-Chief, U.S. European Command, and Supreme Allied Commander in Europe (SACEUR). The aircraft will support increased operational requirements identified by Clark in his earlier request. The deployment of these additional aircraft will bring the total number of U.S. aircraft supporting Operation Allied Force to more than 800 aircraft. These aircraft will begin to move when directed by Clark.

USS Enterprise Battle Group returns from deployment

Ships of the USS Enterprise (CVN 65) Carrier Battle Group returned last week to their East Coast homeports after a six-month Mediterranean Sea/Arabian Gulf deployment.

The Battle Group left Norfolk last November and relieved the USS Dwight D. Eisenhower (CVN 69) Carrier Battle Group in the Mediterranean. She was then ordered to the Arabian Gulf to participate in Operation Desert Fox. Battle group units launched more than 300 Tomahawk land attack missiles into Iraq, and the carrier's air wing dropped more than 690,000 pounds of ordnance.

Returning ships include USS Klakring (FFG 42), USS Hampton (SSN 767), USS Philippine Sea (CG 58), and USS Detroit (AOE 4).

Super Hornet completes EMD phase

The Super Hornet's Integrated Test Team (ITT) at Patuxent River, Md., has successfully completed the engineering, manufacturing and development (EMD) phase of the F/A-18E/F Super Hornet.

F/A-18 E/F Government Flight Test Director Capt. Robert Wirt Jr. paid tribute to the long hours of dedicated effort of the ITT. "Over three thousand sorties and 4,673 hours in just under three and one half years. High risk, experimental flight test, with a one of a kind aircraft and lives we could never put a price on. It's an accomplishment that has set a standard which others will strive to match. A safe flight test program — it can't be beat — only tied."