

Retired Sailor honors Pearl Harbor survivors



Jim Taylor, Pearl Harbor survivor liaison, scatters the ashes of 84-year-old Pearl Harbor survivor Ed Chappell. Chappell was a 17-year-old seaman aboard the Battleship USS Maryland (BB 46) during the Pearl Harbor attacks. U.S. Navy photo by Blair Martin.

By MC2 Andrew Breese and MC1 Dustin Q. Diaz

As Pearl Harbor survivors become fewer in number with the 70th anniversary approaching Dec. 7, one man continues to honor them.

Retired Master Chief Yeoman Jim Taylor, burial-at-sea coordinator for the Pearl Harbor Survivors Association, estimates he has conducted internment ceremonies for hundreds of

these World War II survivors.

"I've been the only one that has done any of them, I'd say for the last ten years," Taylor said. "I have been privileged to meet hundreds of Pearl Harbor survivors at the various ceremonies that are here and also the ones that live here locally and I just enjoy being with them."

Each service member Taylor interns at the USS Utah and USS Arizona Memorials has a story, and he tells these stories at their

ceremonies. In the last few years, Taylor has buried Sailors who served on these ships like Petty Officer 1st Class Jimmy Oberto, Chief Gunner's Mate Raymond Haack and Lt. Wayne P. Maxwell in the presence of family and friends.

"To me, they're heroes," Taylor said. "Anybody and everybody that served in a military

HONORS, Contd. on Page 3

Commanding Officer's Hot Line: Ext. 4435

You can call the Captain with your question/concern too. Dial 335-4435 any time, seven days a week! The purpose of the hotline (record-a-phone) is to provide all PMRF military members, families, civil service and contractor employees the opportunity to communicate directly with the CO. Some suggestions are:

- Safety suggestions/violations/unsafe practices, ideas to improve safety and promote safety awareness.
- Ways to improve morale, working or living conditions.
- Suggestions on how to save taxpayer dollars, cut costs, save energy, reduce labor manhours, etc.
- Security violations and/or recommendations for strengthening physical security and safeguarding classified information.
- Any positive things (events, programs, policies, benefits, etc.) that you feel are particularly good.
- Any negative things you feel should have the CO's attention.
- Suggestions for improving disaster preparedness (tsunamis, hurricanes, fires, etc.)

You need not identify yourself to leave a message, but if you would like a staffed response, please do so. If reporting a problem, please try to recommend a workable solution. Some of the questions or problems reported will be answered in the Within Range.

A good point of contact for issues involving Navy families is the PMRF Ombudsman, Dawn Gregg who can be reached at: Cell 635-5364 or email at pmrfoambudsman@yahoo.com.



U.S. Navy photo by MC1 Jay C. Pugh

“Showing obvious signs of guilt, a horse waits for AS2 Ryan Snay to clean up its candy wrappers and cigarette butts near Kaumualii Highway.”

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Wear rules for NWU expanded

From Chief of Naval Personnel Public Affairs

The Chief of Naval Operations (CNO) Adm. Jonathan Greenert announced expanded occasion for wear and updated policies for the Navy Working Uniform (NWU) Type I, II and III in NAVADMIN 366/11, released Dec. 2.

There has been a lot of interest throughout the fleet regarding expanding the locations that Sailors can wear the Navy's working uniform. Several weeks ago the CNO asked Vice Chief of Naval Operations Adm. Mark Ferguson and Master Chief Petty Officer of the Navy Rick West to take a look at the Navy Working Uniform policy.

"Following their review, I am proud to report that we are extending the wear policy of the working uniform to improve the practicality while ensuring professionalism and maintaining its value," said Greenert. "I want my shipmates to look sharp, be uniform and have the quality they deserve."

HONORS, Contd. from Page 1 uniform are heroes."

Taylor said he believes the full story of Pearl Harbor will never be told, as he learns something new about it each day, and he appreciates his relationship with this special group of people.

"Pearl Harbor was the home port and still is of the finest Navy in the world," Taylor said. "The families are the ones that really should attend that ceremony so they can carry on the legacy of their loved ones who served."



Sailors wear the Navy Working Uniform while attending a safety presentation. U.S. Navy photo by MC1 Jay C. Pugh.

The NAVADMIN expands the authorized stops for which NWUs may be worn when commuting to and from home and work, and to allow wear of the NWU during selected events when authorized by regional commanders or commanding officers.

These policies will take effect Jan. 1 for all continental United States, Hawaii and Guam commands.

Taylor said this year's ceremony will be especially significant for him, as it could be the last of its kind.

"It's going to be kind of a sad event for me, simply because I won't see these guys again alive," Taylor said. "It is a big deal and unfortunately it's going to be the last visit for an awful, awful lot of Pearl Harbor survivors that are coming for the event. Most of them now are unable to travel because of their physical condition. I'll see them when their families bring them here."

NWU wear is authorized for commuting and all normal tasks, such as stops at child care centers, gas stations, off-base shopping, banking, at the DMV, and dining before, during and after the workday. Since NWUs are not a liberty uniform, consumption of alcohol while

UNIFORM, Contd. on Page 5

When people ask Taylor why he has done this job for years without pay, he says he is paid "in love."

"I think the reason that they want their ashes scattered in the harbor, in Pearl Harbor in particular, is because their shipmates, their brothers-in-arms were killed that day. The ocean does draw people - it's like family. And they want to be with family when they go. I'm hoping and praying that I can stay healthy enough to keep on doing this until they are all gone."

Pearl Harbor survivor recounts experience

By MC1 Peggy Trujillo, Defense Media Activity-Navy

USS Oklahoma (BB 37) sank in Pearl Harbor during the Japanese attacks Dec. 7, 1941, taking more than 400 crew members with her.

Seaman Apprentice Gene Dick was one of 32 Sailors who survived the sinking.

He was performing routine tasks in sick bay that Sunday morning when the battle alarm sounded and the officer of the deck announced that it was not a drill.

Dick was preparing to assist injured personnel at his battle station in triage when the first torpedo hit.

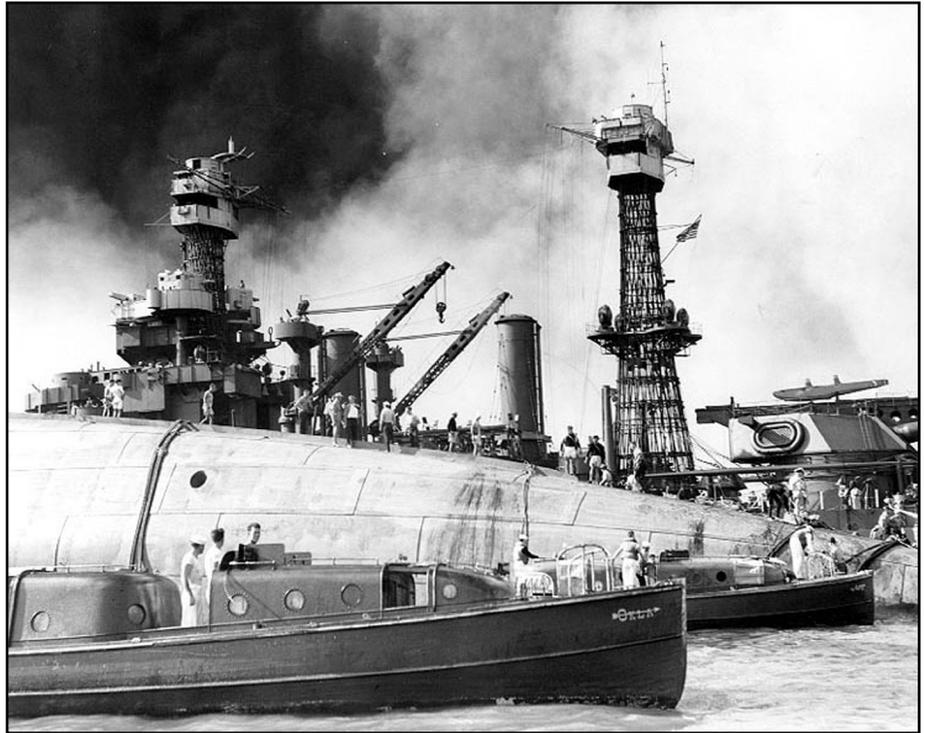
"[It] just picked that ship up, and shook it like that, and slammed it down into the water," said Dick.

By the time he had picked himself up from the ground, the second torpedo hit and shook the ship again. When the water started pouring in, Dick and another Sailor left their station and headed aft in order to reach the open deck and escape the ship. They made it to a supply berthing, where they were about to make it outside the skin of the ship, as it continued to roll.

"When we got about three people from the door, water started pouring in through the hatch and just knocked us over and over and over," said Dick.

Dick said he then began climbing bunks to escape the rising water.

"By that time the ship had turned completely over," said Dick. "I didn't know it, of course. I was absolutely disoriented. It felt like hours later, but it wasn't that



(Dec. 8, 1941) Rescue crews work on the upturned hull of the 29,000-ton battleship USS Oklahoma (BB 37) Dec. 8, 1941. The ship capsized after being struck by Japanese warplanes during the attack on Pearl Harbor Dec. 7, 1941. Holes were burned through the hull to permit the rescue of some of the men trapped below. U.S. Navy photo courtesy of the Library of Congress Archives.

long, I ended up in an air pocket between the deck and the bulk-head."

Temporarily safe, Dick said he then took in his surroundings to figure out what to do next.

"Full of salt water and fuel oil; and I couldn't see a thing," said Dick. "It was black, black, black, dark, dark. There were bodies floating all around me. Then I saw a light back in the back."

Someone had found a battle lantern, and Dick could hear some voices so he swam in that direction. They started talking about how to get out.

"We didn't even know which way was up," said Dick. "We just knew we were in an air pocket. Somebody found a porthole."

Still disoriented, the Sailors did not know if the porthole went inside or outside the ship.

"I decided by then I didn't care," said Dick. "I was going to go through that porthole, because I was just as dead out there as I was in here."

Some people made it through the small porthole easily, while others needed help. Dick was fifth in line to get out.

"We'd been down there for about four hours then," said Dick. "We didn't know it. We were scared to death, you know."

He attempted to exit the port-

SURVIVOR, Contd. on Page 6

Aloha!

Welcome to:



Welcome to MA2 Emmeline Park who arrives from Maritime Expeditionary Security Squadron 3 in San Diego, Calif., and will serve in Security.



Welcome to Randall Faidley who arrives from Yuma Proving Ground, Ariz., and will serve as an electronics engineer.

A hui hou!

Farewell to:



Farewell to ET2 Shiloh Stieber who departs for Small Boat Team 12 in Coronado, Calif., after being on board PMRF for almost three years.

UNIFORM, Contd. from Page 3

off-base in the NWUs is not permitted. Area or regional commanders may further restrict this policy within their geographic limits.

Additionally, the NWU Type I, II and III are authorized Jan. 1 for wear at all locations with the exception of several National Capitol Region (NCR) locations. These include inside the Pentagon building and the National Mall area bounded by Capitol Hill and surrounding senate and house staff offices, the White House and executive office building, State Department and all monuments and memorials. Slides depicting NCR prohibited areas can be found at the Navy Uniform Matters

website at <http://www.public.navy.mil/bupers-npc/support/uniforms/Pages/default2.aspx>. The service uniform and service dress uniform will remain the uniform of the day at these NCR locations.

Additionally, the NWU Type I is authorized for wear by all Commander, Navy Recruiting Command (CNRC) recruiters in the continental United States, Hawaii and Guam.

NWUs are not authorized for wear on commercial travel such as airlines, railways, or buses in the continental United States. However, they may be worn on military and government-contracted flights between military airfield installations, as well as commuter transportation such as city and commuter buses, subways and ferries. The uniforms may also be worn at the

Pentagon Metro and Pentagon commuter slug lines.

The NAVADMIN also outlines the manner of wear for the NWU off base. The shirt/blouse is required to be worn at all times. Commanders also must ensure grooming standards are enforced. Trousers must be bloused and the only head gear authorized is the eight point cover and the parka hood must be stowed unless being used. The fleece with chest rank tab is also authorized as a stand-alone outer garment.

Regional commanders will stipulate the wear of the NWU for official ceremonies and functions, such as Fleet Week, celebrations and parades, and sporting events with media interest.

PMRF celebrates the season in Lihue



More than 20 personnel from PMRF participated in the Lights on Rice parade held in Lihue on Friday, Dec. 2. More than 70 floats marched a one-mile stretch of Rice Street to the cheers and applause of thousands of spectators. U.S. Navy photos by MC1 Jay C. Pugh.

SURVIVOR, Contd. from Page 4

hole feet first, but his clothing got caught and he came back in to try again.

"I said well I'll try to go out head first," said Dick. "I took off my skivvy shirt and headed down. I got down. I could get one shoulder through, then the other shoulder through.

"I took a deep breath and got down and started through, and my shorts caught. It was only a 21 inch porthole, but I got my

hands on the outside and pushed; the guys pushed on me. And finally my shorts ripped off," said Dick.

Dick said as soon as he hit the open water he began swimming upward.

"We were down about 50 feet deep in the depths of Pearl Harbor," said Dick. "I swam and swam and swam and finally got to the surface. There was burning fuel oil all around me."

Dick was rescued by a motor whaleboat crew who picked him up from the water and took him to

get medical care.

Dick's day started in sick bay, where he was caring for others, but ended in the hospital, where he was one of many receiving treatment.

He finished his Navy career 22 years later as a chief warrant officer in the medical service. He said he is grateful for every moment he has had since Pearl Harbor.

"So I've been living on borrowed time for about 70 years," said Dick.

Safety Corner



Patience and planning to reduce holiday stress

From Navy Personnel Command Public Affairs

The holiday season has arrived and as Sailors and families prepare to celebrate, Navy officials have provided a standard operating procedure that can help keep the holidays merry and light.

"The holidays can be a hectic time for many," said Lt. Cmdr. Bonnie Chavez, Navy Behavioral Health Program director. "A lack of money, a lack of time, and the hype and commercialism of the season causes increased stress."

Surveys indicate people in the United States are more likely to feel their stress increase rather than decrease during the holidays, according to Chavez, who offers this advice:

- * Take advantage of leave periods and relax for a few days by doing something you enjoy. Holiday stand-down periods provide flexibility for much needed rest to recover from the demands of Navy life.

- * Be a good listener. Holidays are short and demands from friends and family for your attention will be high so try to give the gift of good company.

- * Keep to your shopping budget. When it comes to holiday gift-giving, find creative ways to save money and remain in your budget. Racking up credit-card debt over the holidays may only cause further stress when the bills come due.

- * Plan ahead and allow for plenty of time for holiday travel. Expect lines and delays in airports as the number of travelers swell. Prepare your car for road trips and know you'll be sharing the highway with higher numbers of travelers. Getting plenty of rest can make the journey less stressful and help you arrive safely.

- * When tensions begin to rise, pause, take a deep breath, reflect and evaluate if the source of tension is really something that should be causing stress.

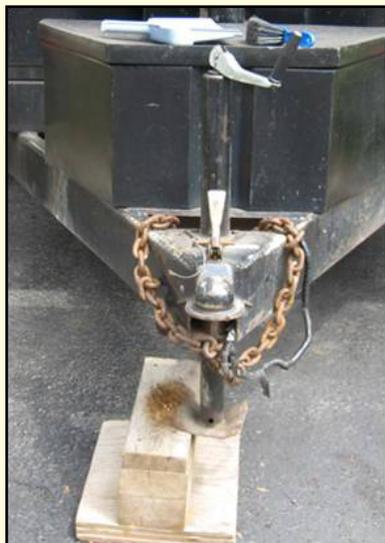
- * The holidays are a time of excitement and exhaustion for young children. Overtired, over stimulated

children are ripe for a stress inducing meltdown. Plan accordingly to anticipate disruptions in children's routines and exercise patience. The holidays are supposed to be merry.

- * If deployment or geographic separation will keep you away from family and friends, plan your own observance upon your return or for a future date.

Chavez reminds Sailors to look out for their shipmates, too. Deployments, work-ups and separations are simply a fact of Navy life, and Sailors are good at welcoming shipmates into their homes and including them in celebrations.

"Don't underestimate the positive difference you can make by taking a little extra time to care," said Chavez. "The things you do every day to make connections, to encourage, and show people how they are valued and belong, can help in small but important ways for the people around you."



"Almost"

Some roofers were putting a new roof on a condo, so they parked this big trailer in the driveway as a receptacle for the old shingles.

To make things even more interesting, the driveway sloped down to the road, and, our contributor adds, "the shingles almost hit me in the head when I opened the front door to check the mail."

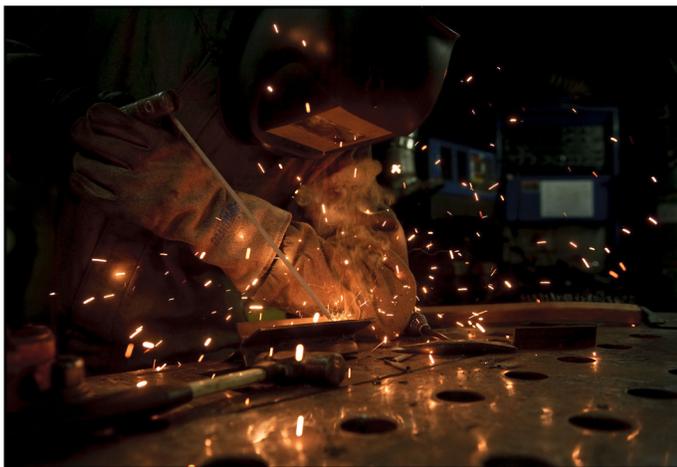
Somehow, it all fits together.

Wish you were here - Photos from the Fleet



U.S. Navy Photo by MC1 Jason C. Winn

(Above) LAKE OF THE OZARKS, Mo. (Dec. 1, 2011) Sailors assigned to Navy Recruiting District, Saint Louis, Mo., perform the POW/MIA Ceremony at the annual awards banquet at Tan-Tar-A Lake Resort. The table of the POW/MIA Ceremony is an opportunity to remember those individuals who fought and died for our country. **(Below left)** ARABIAN GULF (Dec. 3, 2011) Hull Maintenance Technician 3rd Class Gabriel Shaw welds a bracket in the sheet metal shop aboard the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74). **(Below right)** PACIFIC OCEAN (Dec. 1, 2011) The rifle detail aboard the Nimitz-class aircraft carrier USS Carl Vinson (CVN 70) presents arms during a burial at sea ceremony for 20 former service members.



U.S. Navy photo by MC3 Will Tyndall



U.S. Navy photo by MCSN Nicolas C. Lopez