



PREBLE Post



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HOMEPORT SHIFT: PEARL HARBOR, HI

LT KATIE JACOBSON

Paving the Way:

Interviews with FC1 Hingleton and OSCS Person on their families' move to Hawaii



What was your family's biggest challenge/concern?

FC1: My family's biggest concern was actually the uncertainty of it all. How long would we be in the hotel? What school will the kids attend and how is that school rated? We were unsure about where we would end up staying and it was hard to plan ahead.

OSCS: For us, the biggest challenge was dealing with airport personnel. We had a terrible experience trying to fly with Hawaiian airlines.

What does your family like most about HI now that they are there?

FC1: My family loves the weather! My kids have always loved going to the beach and since they have been in Hawaii, they have been twice, but that's not enough for them. Also, with the location of my housing there is a playground located close enough for them to pretty much go out whenever they want to.

OSCS: My family is currently enjoying the north shore beaches and shopping. I have four girls, so you can imagine how much fun they are having.

What did your family find most helpful to make the move?

FC1: Trials and tribulations of others and their feedback helped us immensely. We kind of already knew what to expect and we had the proper documents on hand

Homeport Shift Facts

- Homeport Change Certificates issued: 205
- Families moving: 61
- Families arrived: 31
- Cars shipped: 31
- Most popular airline: Hawaiian Air 15
- Members on "Homeport Changers" Facebook: 155
- E4 that can apply for BAH: 11

HOMEPORT SHIFT: PEARL HARBOR, HI

LT KATIE JACOBSON

Hawaii Fun Facts

Hawaii was the 50th state admitted to the union on August 20, 1959.

Hawaii is the only U.S. state that grows coffee.

More people live on the island of Oahu than in the entire state of Alaska.

everywhere we went. The constant update to the Homeport shift checklist based off of feedback from others was key.

OSCS: There were several items that were very informative to include the HPS checklist, FRG Facebook page, ADMIN Dept perseverance in having documentation completed prior to departing SD and having CSCS Schaeffer in Hawaii to assist all of the families. CSCS spent 3 hours helping me and my family move from our TLA hotel to our new home at Schofield Barracks Army Base.



What do your kids think about it?

FCI: They love Hawaii and are excited about school and starting over in a new place. There were so-so about San Diego and I have seen a very positive change in their attitude since our arrival.

OSCS: My girls love it! Especially the beach, I'm starting to believe they are little mermaids or something.

Any pieces of advice you have for those making the move?

FCI: Get settled into housing or a home as soon as you can. It's such a relief. Honestly, we intended on staying in the TLA approved hotel longer, but it got old really quick and we were just ready to get settled. Another tidbit, although a little too late would be to execute your move ASAP.

OSCS: Ensure you follow the checklist to the "T", read all of your documents in their entirety, reach out to others in Hawaii for assistance and arrive early everywhere you go! Oh, and try to have patience from beginning to end.

Anything you'd like to add or people may find interesting/helpful?

FCI: When I went to pick up my vehicle from Sand Island, I didn't have the vehicle inspection form from the VPC. I had to get it faxed to me in Hawaii because I could not get my vehicle without it. VPC did not tell me that. Sirius/XM radio doesn't work on the island, so you can save some money if you cancel your subscription now.

OSCS: If you have yet to choose your HHG company, avoid Republic. Arrive early when dropping off your POV for shipping. If renting a car in HI, view the FRG website for useful links.

Hawaii Fun Facts

Honolulu is the second most expensive city in the U.S. after Anchorage, AK
Hawaii has its own time zone called Hawaiian Standard Time.

There is no daylight savings time in Hawaii. In winter, HI is 3 hours behind San Diego, while in summer HI is only 2 hours behind.

FROM THE BRIDGE

CMDR BOB BRYANS



Steaming across the all powerful Pacific Ocean this evening, only days removed from the familiar surroundings of warm, sunny San Diego and an equal number of days away from the less familiar surroundings of our new home in Pearl Harbor, I am reminded of why PREBLE is moving to this island outpost of Hawaii: this vast expanse of ocean, the very backbone of our economy and culture, that both connects and isolates us from the larger world, requires our forward presence, the protection we offer, the constant vigilance of a watch stood both day and night.

Locating PREBLE on this island oasis is a strategic calculation that provides our nation increased security and greater presence forward from our mainland shores. Ensuring the immediate care and well being of our families as our nation calls us to this new location is a priority second to none. Understanding the necessity to base the Navy's finest Alreigh Burke guided missile destroyer, the most formidable surface combatant afloat, is important. What's equally important is believing the Navy and your ship's leadership team demonstrate at least as much care and attention to your needs, to moving your household goods, assisting you in finding housing, shipping and receiving your vehicle, finding the right school and the right doctors for your family, being available to answer questions and solve problems.

As we wind down the challenges of moving our families and ship, I hope that you believe and you have seen that the priority of my team has been a commitment to meeting the needs of you and your family. I look forward to living and serving with you in Hawaii. I am proud of you. I am impressed by your resilience. I thank you for doing your part in meeting the requirements of our homeport shift, so that PREBLE could continue to meet the requirements of the Navy and the nation. You are amazing and I am proud to call you my shipmates. Now let's enjoy Hawaii!

Very resp'ly,
CDR Bob Bryans
Commanding Officer

CMC'S CORNER

CMDCM(SW/AW) MATTHEW LOGSDON

HOOYAH Team PREBLE Family!

Well, USS PREBLE and crew have officially detached from San Diego and are heading to our new homeport of Pearl Harbor, Hawaii. The last few months have been extremely busy as your loved ones preparing for a plethora of Afloat Training Group (ATG) inspections. These readiness inspections are demanding assessments that scrutinize the material condition of the ship and examine the skills of your loved ones. As always, your Sailors did some truly remarkable stuff, which emphasizes the great reputation PREBLE has throughout the Fleet. Every day I walk the deck-plates talking to your sailors and witnessing the unprecedented feats they accomplish, and I am truly blessed to know each and every one of them.

A homeport shift of a \$1.3 billion warship, including safely transitioning 320 Sailors and families is not an easy act. Your leadership has worked diligently to ensure your move was as stress free as possible. Yes, we have all experienced some truly off the wall requirements through this homeport shift process, but we have all come through and passed that hurdle with flying colors. How does this happen, well from YOU, the support of your loved ones, and understanding PREBLE's mission. I want to thank the team that made your move possible: CDR Jeffery Heames, LT Katie Jacobson, LTJG Kathryn Holleran, CSCS Daniel Schaeffer, NCC(SEL) Caesar Portillo, PS1 Jay Jay Robles, NC1 Melanie Mackes, Mrs. Joleen Mitchell, Mrs. Heather Wooldridge, Mrs. DeAndra Salazar, and Mrs. Dana Kight. Great, *great* work from all of our team who diligently pursued answers to all the many questions we had through this transition.

As PREBLE makes its move to Hawaii, we have appointed a new Ombudsman— I would like to introduce Mrs. Dana Kight. The spouse to DCC Christopher Kight, Dana is motivated and ready to continue the selfless requirements of a command Ombudsman. Let me remind you all this is a Navy sponsored volunteer program that is extremely demanding, and I want to thank personally Mrs. Kight for her commitment and sacrifice in ensuring PREBLE and our families receive all of the information required to continue being the best warship in the Fleet.

Finally, I would like to close in congratulating eight new Chief Petty Officers from USS PREBLE. The achievement of being selected as a Chief is an honor that not all Sailors experience. Master Chief Petty Officers throughout the fleet select these Sailors from thousands of candidates in a board proceeding, where they choose the best of the best. Only 20% of all First Class Petty Officers are selected to Chief Petty Officer, and when those selected Chiefs are notified, their lives change immediately. USS PREBLE is honored to recognize BMC(SEL) Jerry Beltran, YNC(SEL) Tam Chau, HTC(SEL) Steven Colburn, LSC(SEL) Loreatha Guzman, FCC(SEL) Phillip Hingleton, QMC(SEL) Daniel McElvaney, FCC(SEL) John Segura, and NCC (SEL) Caesar Portillo who recently transferred to USS HIGGINS. Congratulations Chief's, we will soon see you in khaki's leading your Sailors to success!!

Very Respectfully,
CMDCM(SW/AW) Matthew Logsdon



SUPPLY DEPARTMENT & PUK ONLOAD

LS2(SW) RACHAEL EYE

To say life on a “small boy” destroyer is busy - is an understatement. Small ships have fewer sailors to complete the many tasks required to keep the [ship] operating effectively and as a result we wear many different hats of duty. Supply sailors are no exception. In addition to the daily responsibilities preparing meals for the crew, loading and breaking out stores, running the ship’s store and vending machines, ordering parts and dealing with complex logistics matters, supply department sailors also have several collateral duties. Often the time to perform these collateral duties is during the ship’s training cycle, which occurs between shipyard periods and deployment.

During the training cycle, many supply sailors are part of the Damage Control Repair Locker organization, charged with the important mandate of combating damage from fires, flooding or toxic gas. Our more seasoned supply sailors serve on the Damage Control Training Team (DCTT), bringing their damage control experience and knowledge to the crew by providing quality training to repair locker personnel. Those supply sailors not involved in the damage control effort are trained as stretcher bearers, who provide critical medical aid in the event of an emergency.

This Fall, as we transition into the advanced phase of shipboard training, you will find supply sailors preparing for the Supply Management Certification —which is the critical certification indicating PREBLE’s supply department is ready to support the ship through a strenuous deployment. Together, each of these efforts make up a self-sufficient and well-oiled machine, able to meet the challenges ahead, no matter how difficult.

Supply marches on: the Logistic Specialist’s take on PUK in preparation for deployment.

What is a PUK and why do we have it? One of PREBLE’s most important capabilities is the ability to deploy with two helicopters, or helos. Our helos perform a wide array of important missions including Search and Rescue, Reconnaissance, Surface Warfare and Undersea Warfare. In effect, our helos provide an extended arm of

our primary offense, and in some cases, defense capability. Supporting our two helicopters is a challenge – that requires ready-service parts, materials and other supplies to support a shipboard deployment. That’s where the standard aviation Pack Up Kit (or PUK) comes in. The PUK consists of thousands of parts for repairing the two helicopters while on deployment.

Along with the PUK and two helos, we will be receiving crews to operate and maintain the aircraft. In sum, PREBLE adds about 35 aviation personnel to the muster sheet when we have aircraft embarked. In order for the crews to perform maintenance and fix things that break on the aircraft, they use parts and materials from the PUK. Since the ship is limited in space, we are unable to house the tools necessary to maintain an aircraft in its entirety at all times.

In the event that the helicopter requires tools we do not have, we can obtain the tools necessary from another ship within the strike group or order the tools from the shore stocking facilities.

The entire process is managed, tracked and inventoried by one ship’s Logistic Specialists designated as the PUK manager. For PREBLE, LS3 Guary leads this effort under the supervision of S1’s Leading Petty Officer, LSC(sel) Guzman.

At the end of the day, Supply Department personnel provide more than just food, paper, ship’s store and laundry service (just to name a few services). In action, PREBLE supply sailors do much more than just our specific rating might call for – aviation support, damage control, medical support – and many others. In short, Supply sailors whatever else it takes to get the job done - *this is what today’s United States Navy sailors are all about.*

EOC: CERTIFYING PREBLE'S ELECTRICAL PLANT

LTJG KATE HOLLERAN

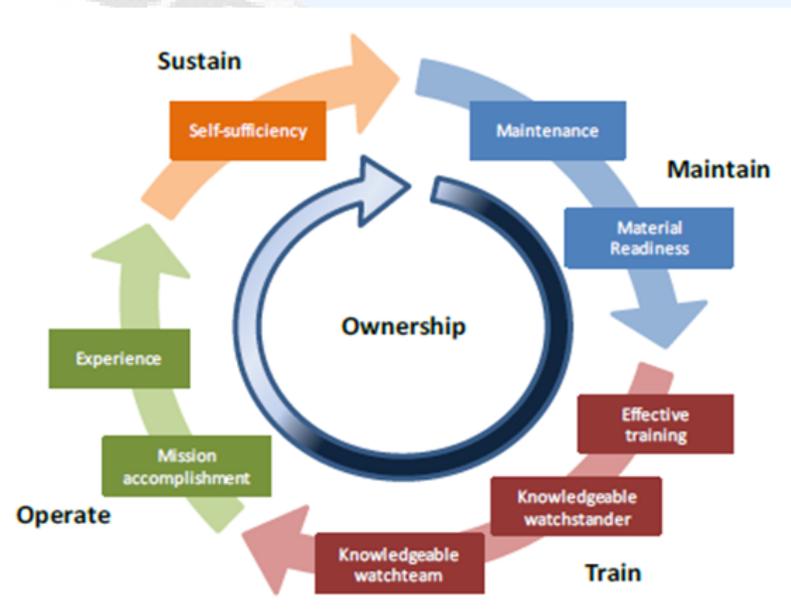
The engineering plant on any given naval vessel provides the foundation for operability and sustainment on deployment. Without a functioning and materially ready engineering department, no ship could make it to deploy and do our nation's work overseas, let alone take in all lines and get underway. The basic phase of the training cycle – which includes Engineering Operations Certification (EOC) – involves an arduous and detailed inspection that begins after every shipyard period and culminates at EOC several months later.

Implemented by the Navy, the training cycle is part of the Surface Force Readiness Manual (OPNAVINST 3500.3), whose goal is to “generate and sustain surface ship material and operational readiness to perform operational tasking and reach expected service life.” Before a ship may move on to the next phase within the training cycle, it must pass all exit requirements as put out by the Type Commander. For engineering department, that requirement is EOC.

Onboard PREBLE, the engineers have been busy training and maintaining our engineering plant, outfitted with 4 gas turbine engines, 3 gas turbine generators, 2 main reduction gears, 4 air conditioning units, 6 fire pumps, 5 seawater service pumps, and much, much more! The engineering plant receives a thorough look from outside inspectors on a weekly basis beginning during the CNO availability/shipyard and does not end until EOC.

Throughout the past several months, the subject matter experts at the Afloat Training Group (ATG) have provided the crew with detailed training and intricate inspections of engineering spaces and programs. Their goal is to find every discrepancy so that we may have it corrected before the certification authority, Engineering Assessments Pacific (EAP) comes aboard for certification! ATG engineers stay with PREBLE through the whole cycle, while EAP only conducts the certification event, EOC.

Besides proving material readiness and effective program management, PREBLE must demonstrate two complete watch teams conducting a random set of engineering plant drills and evolutions. Drills are mostly equipment casualty related and center around a meticulous knowledge of Engineering Operational Sequencing Systems (EOSS) and Engineering Operational Casualty Control (EOCC) manuals.



The diagram below gives a pictorial representation of the major wickets in the cycle. The Engineering portion, “Mobility – Engineering” or MOB-E, falls into the Tier 1 category along with other Mobility groups such as Navigation, Seamanship, and Damage Control.

EOC: CERTIFYING PREBLE'S ELECTRICAL PLANT

LTJG KATE HOLLERAN

Every watch stander plays a critical role to casualty control and must follow EOSS and EOCC - to the letter. Our drilling watch teams are graded to a high standard and must achieve perfect verbatim compliance and correct emergency actions in order to receive a passing grade. Evolutions are the day to day events that take place in order to operate and maintain the engineering plant underway. These vary from taking a lube oil sample to paralleling a gas turbine generator to the electric buss. Though every evolution also requires the use of EOSS, memorization is not necessary.

The ship must pass all Mobility requirements before its eventual progression to Tier 2 - unit and group level tactical exercises.

PREBLE entered Availability Period:	29JAN14 – 21APR14
Light-Off Assessment with Engineering Assessments Pacific (EAP) (MOB-E 1.1):	21APR14 – 25APR14
Training and Level of Knowledge with Afloat Training Group (ATG) (MOB-E 1.2):	04MAY14 – 10MAY14
Evolutions and Drill sets, Program Management with ATG (MOB-E 1.3A):	22JUN14 – 27JUN14
Evolutions and Drill sets, Program Management with ATG (MOB-E 1.3B):	30JUN14 – 03JUL14
Evolutions and Drill sets, Program Management with ATG (MOB-E 1.3C):	21JUL14 – 25JUL14
Engineering Certification with EAP (MOB-E 1.4/EOC):	19AUG14 – 20AUG14

Overall, engineering department has done a fantastic job through the MOB-E cycle. They were faced with extremely challenging circumstances and a wide array of scheduling distractions – including our homeport shift to Hawaii - and overcame these obstacles with success and poise. *There is no finer engineering department in the Navy! BZ to PREBLE engineers!*

TRAINING DEPARTMENT: TIER 1 & 2 TRAINING PHASES

LTJG ERIC GARCIA

Preble is on the cusp of wrapping up her TIER I training events. This seven month training cycle is broken up into two separate phases:

The TIER I Phase: This the phase is where Preble demonstrates that she can safely get herself underway. During this phase of training, Preble will exhibit her ability to safely navigate, safely conduct seamanship evolutions (anchoring, mooring, recovery, and refueling), and most importantly—safely operate her engineering plant. This portion of the training cycle traditionally takes about four months to complete, but was completed in just two short months. The success of this compressed training cycle is a true testament of the hard work and preparation our sailors have put forth.



TIER I Warfare Leads

Navigation: LT Holst and QMC Salazar

Seamanship: LT Stashwick and BMC Turner

Engineering: LT O'Neil and CWO3 Carpenter

The TIER II Phase is where Preble “sharpens the sword” and must effectively demonstrate her ability to fight. During the TIER I phase of training, the certification process must be confined within the lifelines of the ship. However, for the TIER II phase of training, Preble will certify through her ability to tactically and effectively interact with other ships in the Strike Group. In this rigorous and compressed phase of training, Preble will have to certify in the following warfare areas: Strike; Anti-Terrorism; Anti-Submarine; Air; and Surface Warfare. Preble’s diligence and momentum from her successful TIER I phase of training will transfer to the TIER II training that she will be completing in Pearl Harbor, HI. By December, Preble will be full up-round in all mission areas in preparation for her Maiden Deployment in the early part of 2015.



TIER II Warfare Leads

Anti-Terrorism: LT Lamson and LTJG Collins

Strike: ENS Micco and FCC Morgan

Anti-Submarine Warfare: ENS Eberhardt and STGC Kampelman

Air Warfare: LT Hatlevig and LTJG Hueber

Surface Warfare: LT Jacobson and FCCS Dale

SAFETY IN PARADISE

ENS DAMEN WEEKS

Hawaii is a much different place than San Diego from a safety standpoint! Please take a moment and review the following safety considerations so you can get your “*Aloha*” on safely while in Hawaii. As usual, COMMON SENSE is the key!

Water Safety

Watch out for and obey all safety signs while enjoying the beautiful Pacific Ocean. Be mindful of your surroundings - and your own experience level. Many mishaps are a result of individuals failing to appreciate their own inexperience and taking on too much, too quickly. As mariners, you know ocean conditions can change swiftly and become dangerous in an instant. The Pacific Ocean around Hawaii is renowned for strong currents, big waves, intense undertows, sharp coral reefs and dangerous sea creatures. If you are experienced in San Diego waters, be aware that Hawaiian surf is not comparable to that of San Diego in shape or intensity. Be on the lookout, especially if your adventures take you to remote areas – the buddy system, while not mandatory, is always recommended.



Traffic Safety

Hawaii has lower speed limits than what we are used to on the Mainland. In comparison to San Diego, expect lots of hills and curves – and more narrow streets! Also, take into consideration the challenges of driving in the rain... it rains somewhere every single day in Hawaii (hence the rainbows!), which makes for slick roads and reduced visibility! Rush hour traffic is from 0630-0900 and 1500-1900. Plan ahead to avoid being in a rush while driving. Take your time and hang loose... after all, *it's Hawaii!*

Outdoor Safety

Hawaii offers an incredible number of outdoor activities. A few things to keep in mind:

Wear sunscreen: the sun is much more intense in Hawaii than in San Diego – the equivalent latitude is that of Cancun, Mexico or Hanoi, Vietnam. Hats are a good idea, particularly if you are fair skinned and tend to burn easily.

Bring a water bottle: The added humidity, combined with heat, will cause you to sweat – and lose vital hydration. Stay hydrated by toting around a water bottle.

Know your limits: If you are participating in an intense physical activity such as hiking, surfing, kayaking, or snorkeling, ensure you adequately consider your own experience level first. Start intense activities slowly and proceed with caution. Observe all posted safety precautions – especially on the beaches! *Have fun, and stay safe Team Preble!*

THE FRG EXPERIENCE

HALEY WARNER, FRG TREASURER

This HPS has definitely been an experience, and knowing that you weren't alone was one of the many saving graces that we had available to us. The ship put together an online meeting that was full of helpful information and dates; not to mention phone numbers and other contact information! That meeting was kind of the starting line for this crazy race to complete the move without pulling all of our hair out. After the online meeting, the FRG Facebook Page became extremely active. People asking questions, commenting with tidbits of advice, and providing humor when one of us felt overwhelmed or stressed. We, the FRG, became the ultimate source of information; as well as a place for those who haven't completed a move with the military to ask, "Is this normal?" (Most of the time, the answer was a comforting, "Yes".)



We had some families that headed out before everyone else, to which you could have referred to us as the guinea pigs. Learning what to do, and passing the information along as we went. This helped to create the wonderful checklist that made it beyond easy to make sure we did everything the way that we were supposed to. There were some casualties with HHG's, and the FRG provided phone numbers for those to call... as well as a source of comfort and a place to vent frustrations. As the rest of the families joined us we quickly realized there were some cultural differences between the islands and the mainland. Some of the FRG members experienced some of the prejudice that the locals have on the island, and some experienced some of the island's wonderful hospitality.

Another couple of things that we had to get used to was the fact that groceries are definitely on the expensive side. Once we were able to get past the seven dollar gallon of milk, we adjusted appropriately. Some of the members who have little ones had to do the school paperwork when they got here and had a difficult time. The reason being that Hawaii schools do things very differently... But once a couple of people had been through the process, anyone who posted a question regarding schools was able to get an answer.

The FRG had a "Meet Up" to see how everyone was doing. We had 17 people attend and had a wonderful time catching up with everyone. We also talked about how to prepare for the ship's arrival in Pearl Harbor! It was a whole lot of fun and I think that it helped decompress and alleviate some of the stress that goes hand in hand with any move. When the Hurricanes/Tropical Storms were a potential problem, we kept everyone up to date and tried to make sure that everyone was prepared. Now, we are keeping everyone as informed as possible when it comes to the ship's arrival, and are looking forward to welcoming the USS Preble home along with the sailors on board!

THE MIDSHIPMEN EXPERIENCE

MIDN 1/C RAYMOND, GWU NROTC

USS Preble's homeport shift to Hawaii offers a unique perspective of Navy life for those midshipmen who experience it. The homeport change allows the midshipmen to see first-hand some long held Naval traditions as well as what being in the naval service is truly like. Manning the Rails, a tradition reserved for deployments or other special occasions, is an event most midshipmen would not see until they commission and join the Fleet as brand new Ensigns. However, for those midshipmen aboard the Preble, this is not the case. This long held naval tradition is one example of the pride those in service take in their ship and in their naval bond.

The homeport shift offers two more practical lessons for the midshipmen who experience it. It demonstrates the reality of life in a military service. Many sailors will be leaving their loved ones thousands of miles away for an unknown amount of time. For others, their families will follow them to Hawaii, relocating their lives. In either case, midshipmen see first



-hand some of the hardships that come with serving in the military, an experience that would be lost for those who do not observe a homeport change. For many midshipmen, this will also be their longest time spent underway. Being underway is at the heart of what it means to be in the United States Navy. All the

training, qualifications, and drills, are meant to prepare the ship and crew to go to sea and into harm's way. Transitioning from California to Hawaii gives midshipmen the ability to truly see what life is like while underway for extended periods of time, and to better understand the service they will be entering.

THE SAILOR EXPERIENCE

LTJG KATHERINE HOLLERAN, ASSISTANT HOMEPORT SHIFT COORDINATOR

Much goes into displacing a warship and her sailors from one home port to the next. Of course, Preble's primary mission has, and continues to be, making the transition as painless as possible for every sailor and their families.

There is a balancing act however, and in today's Navy each minute is pushed to its limit, filled with seemingly endless requirements. While Preble was called upon to execute a home port shift from San Diego to Pearl Harbor, her training cycle schedule did not skip a beat.



Preble first heard whispers of an upcoming home port shift about one year before the shift took place. Immediately, the former Commanding Officer, CDR Sellerberg, appointed LT Jacobson as the Homeport Shift Coordinator to spearhead the process of moving 250 sailors and a billion dollar warship over 2,500 miles. Through the efforts of LT Jacobson and her team, coordination began with all the key people in Hawaii to include housing, DESRON 31, and other crucial offices. Frequent question and answer sessions were held and even an online forum where key people in Hawaii signed on to engage Preble sailors and answer questions.

Through it all, the Preble team proved their resiliency. They tirelessly prepared for Tier 1 level Mobility exercises to include Seamanship, Navigation, Damage Control, and Engineering while managing to prepare their families for a permanent move. Not to go unnoticed is our ship's administration office who worked around the clock to ensure every sailor made their flight and received all entitlements and benefits during the move. Bravo Zulu, Team PREBLE!