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THE KWAJALEIN HOURGLASS

Stevedores discharge a container from the Papa Mau during a supply offload, March 1.

by Jessica Dambruch

THIS WEEK

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USAG-KA HOLDS SPECIAL MEDEVAC TOWN HALL

HOURLASS REPORT

U.S. Army Garrison-Kwajalein Atoll Commander, Col. Michael Larsen, called a community meeting last week on Kwajalein to clarify the garrison's medical evacuation policies and procedures. About 150 Kwajalein residents attended the March 10 meeting at the Kwajalein Jr./Sr. High School Multipurpose Room for a 50-minute question-and-answer session with the commander.

Larsen opened the discussion by stating that his main objective was to inform the community and clarify any misunderstandings about the garrison's Medical Evacuation and Medical Referral process.

"I thought it was important to nip it in the bud and make sure you hear it straight from me," he said at the start of the session. He later clarified how medevacs differ from medical referrals, who is entitled to either, and how the chief medical officer makes the decision for each case.

OFF-ISLAND MEDICAL ASSISTANCE: TWO METHODS

There are two ways of getting off the garrison to seek medical treatment, Larsen told the crowd: medical evacuations and medical referrals. Medical evacuations occur when a patient is experiencing a risk of loss of life, limb or permanent eyesight. USAG-KA executes three or four medevacs a year—each costing the government about \$150,000-\$200,000, he said.

All medical situations that do not meet that life-or-death criteria "fall into the medical referral category." Those situations that warrant a medical referral—meaning a patient is sent to a medical provider in Honolulu for necessary treatment that is not available on island. This can range from serious broken bone injuries or burns to ear, nose and throat specialist assistance and an array of surgical procedures. The garrison executes many more medical referrals than medevacs each year, Larsen said.

HOW THE MEDEVAC PROCESS WORKS

1. The chief medical officer of Kwajalein Hospital makes the decision that the patient is in a life-or-death situation and needs to undergo a medevac as soon as possible.

- The CMO is the only individual who makes the decision—not USAG-KA, not KRS and not the patient. "It is the medically trained CMO who makes that call."
- Before making the medevac decision, the CMO consults with medical staff who are specialists in the field of treatment applicable to the patient's medical situation. Those medical specialists, located at hospitals in Honolulu or elsewhere, must take the time to review the details of the case and be willing to accept the patient for transport to their particular hospital.



U.S. Army photo by Jordan Vinson

USAG-KA Commander Col. Michael Larsen addresses medical evacuations and medical referrals during a community meeting he arranged March 10 at the MP Room.

2. When the CMO makes the call, "we launch," Larsen said. "We launch the process to get a medevac here as quickly as possible."

3. There are, at all times, two U.S. Transportation Command (TRANSCOM) airplanes (C-17s or C-130s) stationed in the Pacific ready and waiting for orders to execute a medical evacuation in remote areas in the Pacific region. They are based at Kadena Air Base in Okinawa, Japan. If at least one of those planes is not performing a medevac at the time USAG-KA calls for a medevac, a TRANSCOM plane is flown in to Bucholz Army Airfield on Kwaj to receive the patient. Each plane is equipped with medical personnel who provide life support and medical care during the flight.

- NOTE: This isn't applicable to Space Fence contractors whose agreements are different than what is in place between USAG-KA and KRS. Employees are encouraged to speak with their supervisors to understand the medical evacuation requirements as applicable to their contract.

4. If neither TRANSCOM planes are available, USAG-KA goes an alternative route, calling a company named International SOS, which performs medevacs throughout the world.

5. The patient is placed on the plane.

It takes about 24-48 hours, on average, (but has taken as up to 96 hours, based on the availability of the CCAT Team) between the time the CMO makes the determination, and the time the medevac plane arrives on Kwajalein. The clock does not start until the CMO says execute and the accepting physician off island has agreed to take the patient.

SEE "MEDICAL," PAGE 6

THE KWAJALEIN HOURLASS

The Kwajalein Hourglass is named for the insignia of the U.S. Army 7th Infantry Division, which liberated the island from the forces of Imperial Japan on Feb. 4, 1944.

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THE STEVEDORES MOVE IT

FEATURE/JESSICA DAMBRUCH

That gate just beyond Kwajalein's Dock Security Checkpoint leads to Echo Pier, the manmade isthmus jutting out from the Kwajalein garrison into the waters of the Marshall Islands. Each day hundreds of people move through that gate to commute to work and school, but today's major players arrived before most of them. It's an offload day at Echo Pier.

On March 1, 23 employees grabbed their hard hats and gathered on the pocked asphalt before first light to meet a distant red smudge traveling the horizon from Ebeye; it's the container vessel, Papa Mau. Some call it the barge, a mega raft of thousands of pounds of supplies and sundries that await processing and distribution before they're stockpiled by the people of Kwaj. According to Amy LaCost, Marine Operations Manager, supplies used to come to Kwajalein from Hawaii each month on a barge that was towed by a tug boat. Now, we receive supplies by ship approximately every two weeks, weather permitting. The term "barge day" has stuck.

There's no voodoo involved in bringing the goods to Kwaj, only beautiful math. Offload depends on precision, communication and teamwork: three different crews speaking multiple languages, out in the hot sun. It's a tough gig, especially when your work is inherently dangerous.

The Papa Mau was built in 2003. It's stoked the fires of our local cargo culture ever since. The vessel is one link in the maritime network of global trade and resupply. In 2010, containers accounted for more than half the world's seaborne trade. Kwajalein depends on container vessels for the transport of equipment, vehicles and items that cannot be shipped through the U.S. Postal Service or the ATI, like corn chips. Today Papa Mau carries 40-footlong intermodal containers. These boxes can transition from one vehicle to the next, from ship or train to truck. It will be two days before she leaves port. All of the freight must be offloaded in the next eight hours.

At this morning's safety rendezvous, there's nothing green about the stevedores except for their neon safety vests. These are guys who move mountains at work. Several have been doing this for years.

Each day, whether it is spent unloading the ATI, working around island or offloading freight, begins with a safety briefing that ends with an



Stevedores communicate with a member of the Papa Mau crew during docking procedures at Echo Pier, March 1.

optional prayer.

Everyone is here: the Shipping and Receiving department; seasoned stevedores; personnel from Heavy Equipment and Packing and Crating, and many others from various sections of the Supply Department.

They are led by James Corder, the supervisor for KRS Shipping and Receiving, and Michael Peoples, Kwajalein's Chief Stevedore. Together they orchestrate the day's operations.

Peoples fixes the vessel with an unwavering stare, like it's the challenge of a mountain range or an undiscovered country. In the late 80s, when Bruce Springsteen's Tunnel

of Love was at the top of the charts, Peoples was the new kid in the mega ports of West Palm Beach, Florida. "I was like these guys," he says, of his stevedore crew. "But in a list of the top 20 most dangerous jobs, you'll never find stevedore, or deck walker."

The word stevedore is derived from Portuguese. It means, quite literally, to schlep, or to move. Other useful words today include Peoples' favorite, "kia." In Marshallese, it means get here now. He uses it to mobilize ten guys at once. Most of the stevedores are Marshallese.

James Corder, who supervises the safety meeting, is a Kwaj kid. His brain has been wired since infancy to make



The Papa Mau crane operator gradually brings balance to an angled container during cargo offload. We can only hope this one is full of cheese.

his tongue report in two languages. He is attentive as team leaders repeat their roles and safety rules aloud, in Marshallese and English, to calibrate everyone's thinking for the day. This is important for all of them: Speaking the rules makes safety as reflexive as breathing. It helps in training the new men and keeps everyone alert on really hot days. Don't grab a line until the box is shoulder height. Stand 10 feet away. Be vigilant. Listen. Hydrate.

The meeting breaks up as the Papa Mau draws closer. Robin Riddle stands by with a clipboard. She will spend the day itemizing containers to assure that each 40 ft. long box is present and accounted for. Next to her is Tammy Bowman, the supervisor for Packing and Crating. She stares me down.

"Make sure you stand in the shade," she advises.

She's right. Sunlight has already burnt off the cool morning air. Large orange coolers, stacked in a patch of shade, are full of the water and Gatorade that will fuel everyone until they clock out this evening.

It's time to work. The day's operations commence in a patois of head and hand signals to confirm or cancel action.

For a moment Peoples is a brilliant green speck against the massive red hull as he helps dock the huge vehicle. The breeze picks up grit and plate flak, and sends it skating down from the containers to roll along the pavement as stevedores hustle to hoist lines. The Papa Mau crew poke their heads up over the side



James Corder communicates with teams and surveys the joint logistical action from the Papa Mau's top deck.

to gesture. They must communicate with these men from Kwajalein, who seem like busy ants on the pier. But Peoples' voice is ten times bigger than he is, and he gets himself heard. Mission impossible quickly becomes mission accomplished; the vessel is moored to the massive cleats.

The sun climbs higher. Soon the air has an aftertaste of warm tar. The engine roar of the Papa Mau lulls to a purr.

She stretches the shadow of her gangplank down to the pier. Time to establish first contact with the newcomers.

Once the vessel is secured, it's up to Corder to board and speak with the chief mate and captain to ensure everyone agrees to what's being moved, both on and off the vessel. After that, he ascends a series of ladders that take him up above the bridge of the Papa Mau where fierce winds will swipe your hardhat and give you whiplash. Achieving this vantage point is important. From here Corder surveys the entire operation, both inside the vessel and on the ground, and can direct crews via radio.

Up here we are like birds of prey, watching everything below us shimmer. We pause long enough to survey lagoonside Kwajalein. The world is made of blue air.

"I always knew I wanted to come back here," he says. He returned to the atoll ten years after Y2K, to work alongside his brothers. I can see where the wonder in his voice comes from, in all directions.

Far below, on the pier, an empty terminal trailer waits to be filled. Stevedores pace, wait and signal. Corder says the toughest part of this work is trying to accommodate everything on island that requires his workers and their expertise. Some days are better than others, but the guys make it happen.

"It's the whole entire crew that communicates ... gets things in motion," says Corder. Now his attention is focused on the operations below us. He taps his handheld radio and fires off commands, first in English, then in Marshallese. "We're always switching between three channels to communicate with each other."

We can see nearly 40 feet down into the mottled red guts of the Papa Mau, where a crane is sinking the two-briddled strong back, or Stinis container spreader, even deeper into the hold. There it will latch onto a container before the crane lifts it out. Other vessels have an open design, and cranes can lift from the top. But Papa Mau has two long portside arms and a hold divided into rebar cells just large enough to accommodate one container each. With a ship like this, containers won't be stacked higher than the cells, but all of this makes extraction tricky.

Three stevedores in hardhats are poised nearby like hawks on a telephone wire. They eyeball the heavy metal Stinis, ensure it picks up the right container.

Then it rises; a white Matson container—at a 45-degree angle—and the beast swings ever so gently in the breeze.

This is not good. James Corder isn't laughing.

On the ground, the green dot of Michael Peoples shakes his head.

"The light ones are the most dangerous. [The angle] means someone packed it incorrectly," he says, later. "Chips in one end, beer in the other, or something. The danger is if the container gets stuck in the cell. Then we have to find a way to un-wedge it."

Loading the containers is out of the stevedore's control. But they can communicate with the crane operators to counteract idiosyncrasies, like breeze that causes container drift. Other obstacles, like the vessel tilting due to heavily loaded containers, can cause actions to shift. When that happens, the vessel must be counterbalanced to safely discharge a container; the entire trajectory of the container must be recalculated due to the position of the vessel's cranes. This happens as the guys on the ground wait for the container, wait for the vessel, and wait until the container is ten feet above them before grabbing a tagline—which they have just managed to do, for this container.

For a moment the men on the pier resemble parade walkers manning a large balloon float. They carefully guide the awkwardly angled container backward and bring it down into the empty shell of a long yellow terminal trailer. The driver executes the tightest three-point turn in history and makes an exit. Another empty tractor trailer is revving to drive in.

The whole operation is seamless. It goes off without a hitch despite the winds and swaying vessel. No injuries,



Stevedores at Echo Pier moor the Papa Mau.

no surprises. The ground crew relaxes, visibly, but only for a moment.

"Most of the island never sees this," says Corder, of the manpower machine at work below our boots. Then he pauses. "The guys that work this... I'm so proud of them, actually. I'm learning from them."

I ask Corder how many more containers there are before everyone goes home.

"Fifty-two," he laughs. Their day has just begun.

It's a quicker climb back down the ladder. On the ground, everyone is restless. The entire operation has been shut down due to the wind. It's over 25 miles per hour. The harbor control tower announced a significant wind advisory.

"So now, we wait," shrugs Peoples. The air hangs heavy around us. A

deck hand from the Papa Mau descends with a bucket of red to spot paint the hull.

This work is invisible to the community. But in a few days, the shops will restock their supply, and island residents will talk about brands that didn't come in, idly chat about new soaps. "Maybe on the next barge," we'll say, balefully, glad to see new merch on the AAFES shelves. We pay homage to the next distant shipment.

But for now, we all wait.

Several of the men, uncomplaining in 90 degree heat, seek refuge from the red glow of the sun on the container hull in a small square of shade. They'll stay there long enough for the weather to let them schlep another container down, to move another mountain for Kwajalein.



The day's work has just begun for Chief Stevedore Michael Peoples, center, and his crew of logistical experts during an offload day at Echo Pier.

HOW THE MEDICAL REFERRAL PROCESS WORKS

1. If a patient has a medical situation that is not a life-or-death situation but may warrant a flight to Honolulu in order to receive urgent care, the patient may receive a medical referral and be flown to Honolulu.

For this decision to be made, the patient's case is brought before a panel of doctors at the hospital. Though the panel of individual doctors provide their input on whether the patient should receive a medical referral, it is the CMO who has the overriding authority over whether the patient is sent to Honolulu.

2. However, before the patient can be placed on a flight, the patient must be declared medically stable by Kwajalein Hospital staff. Why? If an unstable patient is placed on a United or an ATI flight, there are no medical equipment or medical staff on-board to treat the patient. More harm can be caused by rushing an unstable patient off-island than by keeping the patient at Kwajalein Hospital until he or she is stable.

- Most USAG-KA residents fly out on medical referral on United flights, simply because there are more Honolulu-bound United flights each week than there are ATI flights. In order to declare a patient stable to depart on a United flight, United requires the Kwajalein Hospital staff communicate with the United MEDIF staff prior to placing a medical referral patient on a flight. The MEDIF process informs United of the patient's medical condition and equipment or seat configuration requirements in advance. The United MEDIF team approves or denies the commercial transport based upon the medical information that they receive. This process takes between 24-48 hours to complete.
- Note that patients who purchase their own tickets to travel the same day on United without disclosing their medical conditions are flying at their own risk. Airlines reserve the right to refuse service to any passenger who appears to need medical attention unless previously coordinated.
- In order to be declared stable and permitted to board a flight, in some cases seven to 14 days must pass in which the patient's symptoms remain at stable levels. During this timeframe, there is communication between the CMO at Kwajalein Hospital and medical staff at the Honolulu-based hospital that will receive the patient. There is also communication between the CMO at Kwajalein Hospital and medical staff at United, as previously mentioned, to support the MEDIF process. All parties work together to make the call that the patient is considered stable and ensure that flight equipment and personnel are available to support the patient.

3. When the patient is declared stable, they will be placed aboard the very next seat available on a Honolulu-bound flight, whether it is a United or an ATI flight.

"It is always about what is best for the patient," Larsen said. "It does not matter who the patient is—a contractor, a government employee or uniformed Soldier—they get on the very next seat-available flight, whether it's a United or ATI flight."

- Note again that most medical referral patients fly out on United flights due to more frequent flights than ATI from Kwajalein. Additionally, in many past cases, ATI has not allowed patients to board if they are not able to walk for themselves even if they are considered medically stable. ATI is only used for contractors when United is unavailable for the timeframe requested.

DISCUSSION

Larsen took a few moments to emphasize that the issue of money or expenses never becomes a factor in the decision-making process, whether it's a medical evacuation or a medical referral.

"There were some concerns that medical decisions were being made that were money-based. Not true," Larsen said. "It is never a best business practice [type of decision]. Not true. False. If someone told you that, they're wrong. It is never. It is always about what's best for the patient. Always."

Larsen clarified that after a medevac is performed, exactly how that service is paid for depends on the individual's employer and insurance policy. Simply put, not every individual on the garrison has the same insurance. Medevacs are paid for by the command who sponsors the patient. Lockheed Martin is required by the Space Fence contract to hold a medevac insurance policy that covers its employees, so that the Air Force does not pay individually for each medevac. KRS employees do not have medevac insurance. If an employee is medevac'ed, the cost is paid for by IMCOM, SMDC or NETCOM, depending on which command the employee works for.

Larsen also pointed out that visitors on a 480 USAG-KA guest pass may not have any type of medevac coverage within their insurance policies and that this could be a costly situation following an emergency. Determining the details of medevac cost reimbursements is the responsibility of the guest and the guest's sponsor, Larsen reminded the crowd. But despite the finer points of insurance, Larsen never swayed away from the overriding message that, whatever the coverage—even if a patient has no insurance whatsoever—they'll be placed on a medevac plan and flown out as soon as possible if the chief medical officer makes the call.

"At the end of the day, if it's a life-or-death scenario, we're always going to make sure that person gets off," he said.

Many residents, who likely seldom wrestle with thoughts of how medevac procedures work on the installation, were glad to hear the process formally explained. Kwaj resident Jim Bishop said the commander's explanation cleared up his misunderstanding of how the process works.

"I've been here for 15 years, and I never had the confidence—even though I knew it was a provided service—that there is a definite process for how the Army and Air Force would [provide medevacs for USAG-KA]," Bishop stood up and said. "So, explaining that there are assets out there, definite assets out there that respond gives me a great feeling of confidence, and I appreciate that explanation."

The commander also reminded those in the MP Room that, even though a medical situation may seem serious to the patient and his or her family, there are levels of severity that trained medical staff consult in terms of how to respond to a patient's situation. A heart attack, for instance, does not always automatically constitute a life-or-death situation requiring a medical evacuation, he said. And the details of specific patient conditions should not be discussed in a public forum, he added.

"Some people may say, 'Hey, I had a heart attack. That should mean I need to get off the island immediately,'" Larsen said. "Well, if you talk to a medical professional, you'll understand that there are different types of heart attacks. All heart attacks aren't the same. So, when the chief medical officer makes that medical decision on whether or not you're in a life-threatening scenario or not, that's how it's made. It's made by a professional—a professional, medically-trained CMO."



LEFT: Visitors with the War Bereaved Families Association of Japan gather at the Japanese Cemetery on Kwajalein Tuesday, March 14, to pay their respects to Japanese soldiers who died during Operation Flintlock in WWII. **RIGHT:** The Kwajalein Inner-Tube Water Polo League referees and scorekeepers squad talk shop during half-time of the 2017 league championship, March 14; championship results will be featured in next week's Hourglass.



U.S. Army photos by Jordan Vinson



U.S. Army photos by Jessica Dambruch

LEFT: Kwajalein's third-best band, the Atomic Playboys, play for the crowd at the Ocean View Club Saturday, March 11. **RIGHT:** Kwajalein Jr./Sr. High School guests enjoy friends' company and snacks during this year's National Honor Society jubilee. The event, held Sunday, March 12, followed a Disney theme.

"MEDICAL," FROM PAGE 6

Larsen acknowledged the long-time lack of specialized medical equipment like CT scan machines and reminded the community that island residents should be notified in advance of deployment that only basic medical services are available on island. Most documentation provided to new island residents, for instance, clearly states there are no advanced medical imaging capabilities like CT scan machines and MRI machines at Kwajalein Hospital. The commander did state some of those advanced machines will be housed in the new garrison medical facility planned for construction on Kwajalein in coming years. However, he also said the current system of medevacs and medical referrals has worked for decades, and he highlighted the skills of the physicians, nurses and administrators doing the legwork at the hospital.

"We have an incredibly well-trained and qualified medical staff that works at the hospital," he said. "That's a fact. Those people always have our best interests in mind. Always."

And to those garrison residents who do not feel at ease living more than 2,000 miles from Honolulu-based specialist

physicians, Larsen emphasized that a certain degree of risk is assumed when one decides to relocate to Kwajalein Atoll. The medical screening—part of every new hire process—helps to identify patients who might be at risk if they were to reside on Kwajalein. Still, some risk exists.

"Everyone who comes to this place knows that they're coming to a remote and isolated location," he said. "But we care about you and your families, and will always put your health and safety first."

For those residents who would like to seek more information on the issue, Larsen encouraged them to reach out through all channels of communication. They may call the Commander's Hotline at 5-1098, send messages to the command's official Facebook page or utilize Larsen's open door policy and visit his office. Kwajalein Hospital offers the reminder that all island residents, especially those with more complicated medical histories, should seek more detailed medical consultation while off island on annual home leave.



RAINCOAT OR SUNGLASSES?

COMMUNITY CONNECTION BY: SEAN STELTEN

Four times a day (5:30 a.m., Noon, 6 p.m. and 10:15 p.m.), the RTS Weather Station releases public forecasts that explain the expected weather for the upcoming forecast period (today and tonight for the morning and noon forecasts, tonight and tomorrow for the evening and overnight forecasts), as well as the general weather pattern for the days ahead. If you have looked at one of these, you probably noticed that precipitation threats are expressed using a variety of descriptors.

The precipitation descriptors used by RTS Weather forecasters describe the overall shower coverage level for the current forecast period. The descriptors include none, stray, isolated, widely scattered, scattered and numerous—all in order of increasing shower coverage. Each descriptor is linked to a range of percentages, which themselves can be thought of as both the average percentage of the atoll area covered by showers during the forecast period, as well as the chance any one point on the atoll will see a measureable amount of precipitation (0.01 inches or greater) during the forecast period. The latter interpretation of these percentages is what is referred to as the probability of precipitation in RTS Weather public forecasts.

NONE. As mentioned above, the “none” descriptor is used when the forecaster is positive that there will be no shower activity whatsoever during the forecast period. “None” will rarely be seen in a RTS Weather public forecast, due to a combination of uncertainty (weather models are much less reliable in the central Pacific than they are over continents) and the overall rainy nature of the near equatorial tropics.

STRAY. “Stray” or “few” are commonly used when a forecaster thinks that the atoll will see dry conditions. These terms are used when the forecaster believes there will be less than 10 percent coverage and chance for precipitation. Basically, this means the atoll is more than likely to be dry for that forecast period, except for a random weak shower here and there (which is almost constantly a possibility).

ISOLATED. The next descriptor, “isolated”, is the first descriptor that signifies the atoll has at least a slight chance for rain. It is associated with a 10-19-percent coverage and chance for precipita-



RTS Weather Station Meteorologist Sean Stelten.

tion. On a day with isolated showers, you're more than likely to stay dry if you have outdoor activities planned, but be prepared for a quick shower to dampen things a bit. Isolated shower conditions may often be some of the better days to view rainbows, as the sky won't be too cluttered with clouds that might prevent sunlight from directly interacting with raindrops in a shower.

WIDELY SCATTERED. On a day with “widely scattered” showers (20-29 percent coverage and chance for precipitation), you can still expect to be dry most of the day, but it may be wise to start thinking about packing a rain coat if you're going to work or running errands. Additionally, once coverage reaches the widely scattered level, showers usually start to become stronger and may produce heavier downpours than what is anticipated on a stray or isolated day.

SCATTERED. “Scattered” showers (30-49 percent coverage and chance for precipitation) is the most common used descriptor during the wet season, and is commonly seen with a mention of lightning. While lightning potential is not directly related to overall shower coverage (it has more to do with how strong each individual shower is), the amount of atmospheric forcing needed to generate scattered level shower coverage is often similar to the amount of forcing needed to grow and sustain showers that can produce lightning. When a forecast calls for scattered showers (especially 40 percent scattered), it's a safe bet that you should probably bring an umbrella or a

raincoat to any outdoor activities.

NUMEROUS. Finally, the “numerous” descriptor (50 percent and greater coverage and chance for precipitation) basically means that you can expect rain at some point during the forecast period. Typically, “numerous” will only be used by a forecaster when a strong wave in the Inter-Tropical Convergence Zone (ITCZ) or a tropical disturbance or depression is in the vicinity. Those cases involve very strong and definite features that are easily picked up by weather models, meaning less uncertainty for the forecaster. That will generate significant shower activity, increasing the area covered by showers. Expect heavy rain and possibly strong winds and lightning threats on days with “numerous” showers.

Similar descriptors are used to convey the forecast for cloud cover. RTS Weather Station forecasters assign cloud cover descriptors based on the percentage of the sky expected to be covered by clouds. These descriptors change slightly depending on if they are for a daytime or nighttime forecast. For daytime, the descriptors used are clear (0 percent covered), mostly sunny (1-25 percent covered), partly sunny (26-75 percent covered), mostly cloudy (76-99 percent covered), and overcast (100 percent covered). For nighttime, the descriptors used are clear (0 percent covered), mostly clear (1-25 percent covered), partly cloudy (26-75 percent covered), mostly cloudy (76-99 percent covered), and overcast (100 percent covered).

U.S. Army photos by Jordan Vinson

U.S. Army photo by Jordan Vinson



Kwajalein Range Services wants your feedback on how our programs are going. Take part in ongoing surveys to voice your opinion on everything from the Kwajalein Hourglass and Mongolian Night at Café Roi, to the Hobby Shop and the Small Boat Marina. Click on the "We Want Your Feedback" icon on the USAG-KA Web intranet home page and type away.

Kudos to Community Services! "The beach bar at Emon was awesome! The drinks were so good and it was great that the kids were able to get smoothies, too! Please do it again!"

Kudos to Retail Services! "Surfway staff are very friendly and helpful. Keep up the good work!"

Kudos to Medical Services! "The hospital team provided amazing care and service for the five passengers of the capsized boat. The staff was efficient and caring; even having hot chocolate and blankets ready when everyone arrived. Thank you!"

Q. How are fried products prepared at the dining facilities?

A. When we deep-fry items, we use canola oil. New oil is used every time we fry products in the kitchen, primarily because it makes for a better product.

Q. My eggs weren't cooked all the way through. What can be done about this?

A. When you place your order, ask the grill cook to make them well-done or cooked hard. Otherwise they will be cooked soft per the majority preference. Our grill cooks are always happy to accommodate individual preferences on the items they prepare.

Q. Are private individuals or organizations allowed to purchase food items or services in support of recognition efforts?

A. Absolutely! We encourage the individual/organizations to support recognition efforts within the community. A good example of this is the recent initiative to give donuts to students who get A's on their report cards. The donuts were purchased by a private party who felt a little community support and incentive given to the students would help them to develop better study habits and produce better grades.

Q. Can you please explain what is involved with the RMI legislation regarding plastics?

A. The RMI legislation, which took effect on Feb. 1, prohibits the importation, manufacturing, sale or distribution of Styrofoam cups and plates, disposable plastic cups and plates, and plastic shopping bags. To comply with this legislation, the local stores are now utilizing paper bags and the dining facilities are providing biodegradable to-go containers for their respective patrons.

Q. What are the consequences of violating 'no smoking' rules in the BQs? Who do I contact if someone is smoking in or within 50 feet of my BQ?

A. When reported to SACC (formerly KPD), for a first offense, they will issue a violation and notify Housing; who will in turn remind the resident of the rules and place the violation into the resident's file. A second violation will result in a DPM notification. A third violation will result in the Commander being notified; at that point, the Commander has the option of withdrawing the housing benefit from the resident.

MEMORIAL FOR BOB GREENE

Please join the garrison community to celebrate the life of Bob Greene at a memorial service on Monday, March 20 at 7 p.m. in Kwajalein's Island Memorial Chapel.



Courtesy of Steve Munson

THUMBS UP

I ran into Miss Carmen Be-guhn (age 11) and her mother Jill last week, right after Carmen's new haircut.

Her mother told me she thought Carmen was just going to get a trim, but Carmen decided that she wanted to donate her hair to "Pantene," to benefit children going through medical treatment causing hair loss. Carmen is a beautiful young lady with a very generous heart.

-Nikki Maxwell



Courtesy of Carrie Aljura

WEEKLY WEATHER OUTLOOK


RTS WEATHER STATION STAFF

WEATHER DISCUSSION: Shower activity picked up a little this past week where we received about average amounts of rainfall. Trade wind convergence, which is main cause of showers, has been on-again/off-again within the ITCZ. We are expecting sparse shower coverage into the weekend, then some increase for Monday and Tuesday. Wind speeds will remain below advisory levels.

The Pacific region climate outlook was issued yesterday including the Marshall Islands. The weak La Nina recently transitioned to an ENSO-neutral state. The odds of an El Nino developing in the latter half of 2017 are increasing. In general during this time of year, movement towards an El Nino state typically means higher rainfall amounts for RMI. Thus the 3-month outlook for Kwajalein is average to above average precipitation.

SATURDAY/SUNDAY/MONDAY FORECAST: Partly cloudy and dry Saturday and Sunday. Widely scattered showers for Monday. Brisk ENE winds Saturday at 16-19 kts moderating to 12-16 kts Sunday and Monday.

MID-WEEK FORECAST: Widely scattered showers Tuesday. Isolated remainder of the week. Winds remain ENE at 12-17 knots.

 SUN-MOON-TIDES				
	SUNRISE SUNSET	MOONRISE MOONSET	HIGH TIDE	LOW TIDE
SUNDAY	6:54 a.m. 7:00 p.m.	----- 11:28 a.m.	7:33 a.m. 3.4' 7:41 p.m. 2.7'	1:13 a.m. 0.3' 1:49 p.m. 0.7'
MONDAY	6:53 a.m. 7:00 p.m.	12:15 a.m. 12:14 p.m.	8:11 a.m. 3.0' 8:23 p.m. 2.2'	1:41 a.m. 0.7' 2:39 p.m. 1.1'
TUESDAY	6:53 a.m. 7:00 p.m.	1:03 a.m. 1:02 p.m.	9:20 a.m. 2.6' 10:28 p.m. 1.9'	2:21 a.m. 1.1' 4:34 p.m. 1.4'
WEDNESDAY	6:52 a.m. 7:00 p.m.	1:52 a.m. 1:51 p.m.	11:53 a.m. 2.6' -----	4:19 a.m. 1.4' 7:14 p.m. 1.1'
THURSDAY	6:52 a.m. 7:00 p.m.	2:40 a.m. 2:41 p.m.	1:23 a.m. 2.2' 1:30 p.m. 3.0'	7:00 a.m. 1.2' 8:10 p.m. 0.7'
FRIDAY	6:51 a.m. 7:00 p.m.	3:29 a.m. 3:33 p.m.	2:15 a.m. 2.7' 2:20 p.m. 3.5'	8:02 a.m. 0.7' 8:46 p.m. 0.2'
MARCH 25	6:51 a.m. 7:00 p.m.	4:18 a.m. 4:25 p.m.	2:51 a.m. 3.2' 2:58 p.m. 4.0'	8:44 a.m. 0.2' 9:18 p.m. -0.3'

Commander's Hotline

Have something the USAG-KA commander should know about?

Call the Commander's Hotline at 51098 today!



Sexual Harassment/Assault Response and Prevention (SHARP) Contact Information

Capt. David Rice
SHARP Victim Advocate

Work: 805 355 2139 • Home: 805 355 3565
USAG-KA SHARP Pager: 805 355 3243/3242/3241/0100
USAG-KA SHARP VA Local Help Line: 805 355 2758
DOD SAFE Helpline: 877 995 5247



SEE SOMETHING – SAY SOMETHING

REPORTING SUSPICIOUS ACTIVITY

- Date and time activity occurred
- Where and what type of activity occurred
- Physical description of the people involved
- Description of modes of transportation
- Describe what you saw or heard
- Provide pictures if you took any

WHO TO REPORT TO

Local law Enforcement and Security
*911
*5-4445/4443
*usarmy.bucholz.311-sg-cmd.mbx.usag-pmo@mail

LUNCH

Sunday
Sauteed beef tips
Pork chops
Cheese quiche

Monday
Cacciatore chicken
Egg casserole
Au gratin potatoes

Tuesday
Chicken wings
Monte Cristo sandwich
Vegetarian saute

Wednesday
Honey mustard chicken
Tuna casserole
Chef's choice

Thursday
BBQ pork ribs
Turkey wraps
Roasted potatoes

Friday
Taco bar
Refried beans
Rice

March 25
Spaghetti
Garlic Toast
Chef's choice

DINNER

Sunday
Meatloaf
Fried chicken
Roasted potatoes

Monday
Manicotti
Pasta carbonara
Vegetarian medley

Tuesday
Grilled chicken
Beef pot pie
Three cheese macaroni

Wednesday
Steak Night
Picante chicken
Vegetarian pasta

Thursday
Mongolian BBQ
Garlic marinated chick.
Chef's choice

Friday
Chicken curry
Mashed potatoes
Fish du jour

March 25
Oriental pork steak
Beef broccoli stir-fry
Parslied potatoes

Captain Louis S. Zamperini Dining Facility

*MENU CURRENT AS OF MARCH 16

COMMUNITY CLASSIFIEDS

HELP WANTED

Visit USAJOBS.GOV to search and apply for USAG-KA vacancies and other federal positions.

KRS and Chugach listings for on-Island jobs are posted at: Kwajalein, Roi-Namur and Ebeye Dock Security Checkpoint locations; outside the United Travel Office; in the Roi Terminal/Post Office; at Human Resources in Bldg 700 and on the "Kwaj-web" site under Contractor Information>KRS>Human Resources>Job Opportunities. Listings for off-island contract positions are available at www.krsjv.com.

COMMUNITY NOTICES

Roi Shoppette will be closed Monday's and Thursdays until further notice. We are very sorry for the inconvenience. We will resume regular hours as soon as possible.

CYS Youth Sports Soccer Registration: March 14-April 5. Season Dates: Tuesdays and Thursdays, April 11-27. \$25 per player. Open to all registered CYS youth grades K-6. To register call 52158. Call 5-3796 with questions.

Vets Hall St. Patty's Party. Saturday, March 18 at 8:30 p.m. It's time for the wearin' of the green! Put on your shamrocks, get ready to show your Irish pride and come dance to the sounds of BALLISTIC LOVE.

American Red Cross Lifeguard Review Class. Sunday, March 19. 8 a.m.-5 p.m. \$50 course fee. Current American Red Cross Lifeguard certification required for registration. Call Cliff at 5-2848 to register.

Spring Craft/Vendor Fair. Monday, March 20, 10 a.m.-2 p.m. Vendors are welcome to reserve tables to sell or advertise. Individuals and organizations should submit applications by March 18. Email kwajartguild@gmail.com for an application.

Kwajalein Running Club's 2017 Running of The Green. 5 p.m., March 20. 2.5-mile course begins and ends at bowling alley. Wear your green if you want. Questions? Call Bob & Jane at 5-1815.

Elementary Art Shows. K-3rd grade, March 21. 4th-6th grade, March 23. Both shows run 5-6:30 p.m. in the Elementary Art Room (Room 14, across the street from Family Pool). Superhero and supervillain costumes are welcome.

2017 Spring Bowling League Registration March 21-31. League games will be Tuesday nights from April 4-June 6. Team slots are limited. \$70 with shoe rental, \$60 without shoe rental. Adults only. Email Derek Finch or call 5-1275 to register.

The Kwajalein Hospital Business Office will see patients by appointment March 21 to May 16 only for billing questions. Payments can be made at the front desk or billing office Tuesday through Friday 8-10 a.m. Office is closed on Saturdays unless scheduled. Patients with appointments should check in at the front desk.

Kwajalein Atoll International Sportfishing Club (KAISC) monthly meeting. 7 p.m., March 22, at the Pacific Club. Food and beverages will be served at 6:30 p.m. Meeting starts at 7 p.m. All anglers are welcome to attend. Questions? Contact Bill, 5-2693.

Kwajalein Yacht Club's monthly meeting. 6:30 p.m., March 25. Show up early for social hour, and please bring a side dish. POC: Ursula LaBrie 5-1951.

The Family Pool will be closed on Monday, March 27 until 2:30 p.m. for the KST Swim Meet.

New Military Haircut Hours. Effective April 1, Thursdays and Fridays from 4-6 p.m., salon time will be reserved for military haircuts only.

Musicians wanted for Spring Break Music Fest at Emon Beach, April 2.

Contact Julie Savage before March 26 between 1 and 8 p.m. at 5-4536.

Calling All Singers. IMC Interdenominational Congregation is gathering a choir to sing at the Sunrise Church Service Easter morning, Sunday, April 16, at Emon Beach. Practices begin soon. Email heather.ardrey@gmail.com for more information.

This is a reminder for Island Orientation, which will be held the last Wednesday of each month in Building 365, CAC room 6 from 12:30-3:30 p.m. If you cannot attend or find a representative in your stead, please call ES&H at 5-1134/5-9817 so we can notify the other presenters to adjust his/her time slots.

Small Boat Marina now operates on Summer hours schedule. Boats available from 1:15 p.m.-6 p.m. Fridays for

all rentals. Boat rental reservations for Saturday-Monday can be made 8 a.m.-12:45 p.m. or 1:15 p.m.-6 p.m. Walk-up rentals available 1:15 p.m.-6 p.m. Fridays and 8 a.m.-6 p.m. Saturday-Monday, if available.

Call 3550 to report any leaky faucets/taps.

Safely Speaking: What is a pinch point? A pinch point is a place where two objects come together and there is a possibility that a person, or part of a person, could get caught between the two objects. Injuries from pinch points can be as minor as a blister or as severe as amputation or death.

E-Talk: No Fishing Areas. Signs posted! No fishing allowed near the Kwajalein landfill or in Kwajalein, Meck, Roi-Namur, and Illeginni Harbors. Questions? Call Environmental at 5-1134.

Ballistic Love

Saturday March 18 8:30 PM



Vet's Hall St. Patrick's Day Party

Get ready to show your **Irish Pride** and come dance the night away with a live performance by **Ballistic Love**

Café Roi

*MENU CURRENT AS OF MARCH 16

LUNCH

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	March 25
BBQ pork spare ribs	Lemon baked chicken	Ham and swiss sand.	Chicken parmesan	Vegetable quesadilla	Tuna melts	Chicken fajita wrap
Chicken ala king	Baked fish	Da kine la moco spam	Roast pepper steak	Glazed pork loin	Country meatloaf	Parker ranch stew
Eggs a la lucio	Egg and cheese sand.	Stir-fry noodles	Mashed potatoes	Parsley potatoes	Mac and cheese	Scalloped potatoes

DINNER

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	March 25
Italian meatballs	Swiss beef steak	Beef machaca	Carved roast beef	Fried chicken	Breakfast at Night	Oven broiled mahi mahi
Sausage and peppers	Pork adobo	Enchilada casserole	Thai coconut chicken	Stuffed cabbage	Eggs to order	Breaded chick. sand.
Pasta marinara	Brown rice	Spanish rice	Baked potatoes	Mashed potatoes	Pancakes	Cheese tortellini

HOURLASS REPORT

USAG-KA's Hero of the Week is former San Juan Construction Project Manager Larry Cotton. Cotton lived and worked on the garrison for more than 16 years before retiring Friday, March 17.

During his long tenure on Kwaj, Cotton worked on a wide array of construction and logistics projects that the garrison and the Reagan Test Site depend on regularly.

"I've worked on almost all of them," he said in his small office Wednesday, tying up loose ends prior to departing. "I started with San Juan as an electrician and worked up to superintendent and project manager. And we've had some decent jobs out here."

From fuel piers, to barge slip ramps and air traffic control radar tower construction projects, to building sewer outfall systems, the Air Force Space Fence facility and the Building 602 project, Cotton has been involved in a sprawling cross section of the garrison's infrastructure improvements throughout the years.

The soft-spoken Oklahoma native did more than work, though, during his time on the island. From 2003 to 2009 he raised his daughter Danielle on Kwaj and shared a house with she and his wife Tammie. He befriended hundreds of people, and he made many fans in the Kwajalein-based San Juan workforce, all evidenced by the teary-eyed speeches given by both his Marshallese and American employees during recent retirement parties thrown for Cotton.

Cotton will miss, most of all, those people he met and befriended here. The memories he shares with them will travel with him into his sunset years, he said: "It's the people. I love the Marshallese, and I've got some good friends, expats. It's just been a good time."

Asked what he plans on doing in his free time back home in Oklahoma City with his wife Tammie, he said, categorically: "Nothing. I'm going to be taking it easy."



U.S. Army photo by Jordan Vinson

Larry Cotton, photographed Wednesday, March 15, outside his office at the west end of Kwajalein. The former San Juan Construction project manager retired Friday, completing more than 16 years of work on USAG-KA.



In continuation of our boating safety tips, we will discuss different types of seas and how one should best handle them.

Trim the boat so it's flat

A bow trimmed too low will cause the boat to plow through the water and plunge into and under oncoming waves, giving everyone a wet ride while taking on dangerous amounts of water. A bow trimmed too high may provide a drier ride, but the boat will pound and be very uncomfortable. The stern, already a vulnerable area, will be even lower in the water than normal. Engine trim should be adjusted so the props don't cavitate as the boat pitches, rolls, or makes sharp maneuvers through breaking waves. Generally, this means the outboard or outdrives should be in the full down position. Prevent list: Canting from side to side, or listing, reduces stability and is very dangerous. Vessels equipped with

adjustable trim tabs or planes and engine trim provide the operator with options for improving the boat's ride and performance in heavy seas. As a general rule, trim tabs should be set so the vessel rides as level as possible.

Lower center of gravity

Passengers and heavy objects should be moved to the center of the vessel to lower the center of gravity and increase stability. Gas cans, ice chests, and heavy gear need to be secured to prevent loose items from tumbling about and causing injury. In heavy weather, there's enough to worry about without dodging flying gas cans. Even a well-trimmed boat can get into trouble if it isn't operated at a proper speed for the conditions. Almost everyone tries to go too fast. Pounding is hard on the vessel and crew and should be avoided. Pounding through waves can strip screws and loosened the cabin bulkhead;

the dash is only held in place only by the instrument wiring. Heavy-weather boating is displacement boating. Don't even think about getting up on plane. Never go fast enough to fly through the wave crests or cause the props to clear the water. Too much speed can result in the bow plunging under waves as the vessel pitches over the crest into a trough. Seaworthy boats have flooded or sunk because the operator didn't slow down and let the bow rise with each wave. The bigger the chop, the slower the speed. Operating in head seas requires constant tending of the helm and throttle to allow the boat to ride up and down with each wave. Slow down and angle into and through each crest, then resume course and speed up. If your prop comes out of the water as you pitch over a crest, throttle back to avoid racing the engine. In choppy seas over four feet, you will just barely make headway when meeting the seas on your bow. For more information on trim or other boating safety tips please speak with the small boat marina.

Reference: Luttrell, Chuck (*Staying Safe in Heavy Weather*) (<http://www.boat-us.com/magazine/trailing/2012/september/staying-safe-in-heavy-weather.asp>)