

# The 76er

October 30, 2013



**CRASH AND SALVAGE SETS THE STANDARD**

**WORK HARD. TRAIN HARD. AZC ELLIOT TAKES US TO SCHOOL**

**3&2 ASSOCIATION EQUIPS STUDENTS**



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**TEAM REAGAN,**  
Greetings and salutations! On behalf of the entire RONALD REAGAN crew, we would like to welcome the men and women of Carrier Air Wing TWO and Destroyer Squadron NINE aboard our great ship. This is shaping up to be a tremendous two week experience that will flex our capabilities as we learn to work together as a single fighting unit.

As you peruse this issue of the award-winning "The 76er", you're going to see amazing highlights from our "Warrior of the Issue", AZC Elliott, as he helps lead the Training Department in their pursuit of excellence. You'll also read about our world famous CRASH n' SALVAGE team which set the U.S. Navy record on their final problem, scoring 100% - an accomplishment never before achieved in the Navy! You'll also see the "3&2" Association going above and beyond to help less fortunate community elementary schools gather school supplies for the semester.

This crew is filled with pride, passion, and warrior ethos, and we're excited to have our new teammates become a part of that. As we trust and depend on one another to tackle the upcoming challenges, we will continue to rise and succeed as a unit.

Together we are: AMERICA'S FLAGSHIP!

Enjoy . . . and remember that what YOU do is important. YOU are important.  
V/R,  
**YOUR** Media Department

**PRINCIPLE OF NAVAL LEADERSHIP #10:  
Employ your command in accordance with its capabilities.**

- Avoid volunteering your unit for tasks that are beyond its capabilities.
- Be sure that tasks assigned to subordinates are reasonable.
- Assign tasks equally among your subordinates.
- Use the full capabilities of your unit before requesting assistance.



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TABLE OF CONTENTS

FEATURING  
**AZC ELLIOTT**



**3 Manned and Ready**  
How AZC Elliott prepares the crew for mission readiness.

**7 Back to School**  
What the 3&2 Association did to give kids a head start.

**9 Crash & Salvage**  
Smashes competition, talks the talk.

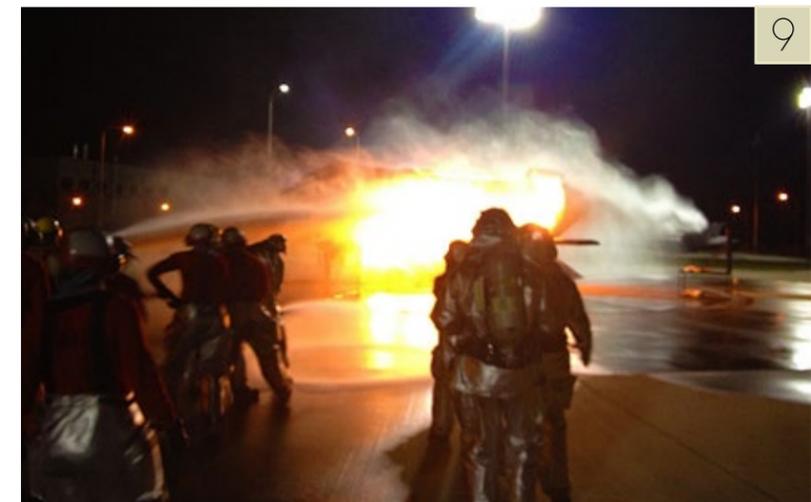
**11 Reagan: The FBI Informant**  
The story of Ronald Reagan's secret involvement.

**15 Naval History**  
The story of the USS West Virginia.

**19 Nineteen Questions**  
MM3 Wilson tells it all.

**ATTENTION:** Inside this magazine is a chance to **win \$25** for anything MWR has to offer! The first person to find the **logo** within our magazine and report down to the media shop wins the prize!

\* Color may vary. Only one prize per issue. Prizes must be claimed in person at Graphics Media, 3-180-0-Q.



One Chief,  
**RUNNING**  
One Department,  
**HELPING**  
Ronald Reagan  
**STAY.**



# MANNED AND READY

Story by MC3 Jacob Estes Photos by MC2 Richard Gourley



## TRAINING IS A CORE, FUNDAMENTAL CHARACTERISTIC OF LEADERSHIP.



It is the charge of each leader to ensure the Sailors they lead are trained to the standard and expectation of their work center, division or department. Now imagine that same responsibility for an entire aircraft carrier falling on the shoulders of one small department. For Chief Aviation Maintenance Administrationman (AZ) Ryan Elliott – that task is a daily reality.

As the Leading Chief Petty Officer (LCPO) of Reagan's Training Department, Elliott leads a cadre of Sailors vital to keeping the ship trained. Think about this monumental task. Elliott is the LCPO in a department of 13 Sailors. Those 13 Sailors are tasked with getting a ship, ranging from 3,000 to 4,500 Sailors, trained up to efficiently perform their jobs. It's a grand responsibility Elliott and his team tackle with humility and organization.

"Our number one priority is the mission of the ship," said Elliott. "For these Sailors to complete their jobs properly, they must receive the appropriate training. As much as we would like to send every Sailor to a school, it's just not plausible. That being said, we coordinate with the departments to help decide which Sailor will be selected to attend schools."

As an AZ, Elliott's rate centers around aviation maintenance. Like many Sailors, he was temporarily sent to work in another department.

While some Sailors may see temporary duty as a burden, Elliott embraces the opportunity in Training Department to help his command.

"I think it's a great honor that I was chosen for this position," said Elliott. "It's a chance for us to take advantage of our opportunity to help the ship become more efficient through proper training – a chance for us to give back to the ship."

While it may seem easy to employ minimal accountability when sending Sailors to schools, Elliott and his department know the importance of the education received by these Sailors, and he ensures they give their full effort.

"Trust, but verify," said Elliott. "We trust that they are taking these schools seriously, but we verify that they attained the information. The knowledge these Sailor acquire is valuable. When a Sailor gets back from one of these schools, we review the information they've learned and help the Sailors to pass on the knowledge to their shipmates."

In addition to off-site schools, Training Department is also responsible for many other training-related programs that help the ship complete her mission.

**"YOU HAVE TO KNOW  
THE CAPABILITIES OF  
YOUR SAILORS, IT'S  
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THEY ARE PROPERLY  
PREPARED TO TAKE  
ON WHATEVER TASK  
I ASSIGN THEM."**

Elliott gets hands on with the crew during our latest general quarters, placing himself right inside the action.



**"HE IS ALWAYS REASSURING US THAT IF WE WANT ANYTHING, GO AFTER IT. HE WANTS US TO SUCCEED AS MUCH AS HE WANTS HIMSELF TO SUCCEED."**



**BY EMPLOYING EFFECTIVE, INTRUSIVE LEADERSHIP AND EQUALLY ASSIGNING TASKS AMONG HIS SAILORS, HE NOT ONLY BUILDS THEIR CONFIDENCE IN HIS LEADERSHIP, BUT IN THEMSELVES.**

"We are responsible for assigning NKO courses, delegating trainings to the Training Petty Officers to be conducted in each respective department, managing budgets and ensuring that those Sailors who are traveling, are taken care of financially," added Elliott.

With this wide range of responsibilities, it's easy for Elliott's Sailors to become burdened with an insurmountable workload. By staying engaged with his Sailors and their well-being, he ensures they're not overwhelmed or tasked beyond their capabilities.

"You have to know the capabilities of your Sailors," said Elliott. "I can't give them a job they don't have the tools necessary to complete. It's my job to ensure they are properly prepared to take on whatever task I assign them."

This daily balancing act of multi-tasking isn't just for his subordinates. Elliott is also the Damage Control Training Team leader of fire repair locker 1F, a Command Financial Specialist and the Blue Jacket's Association Advisor. His myriad of duties and responsibilities all help keep him grounded through one simple concept – helping out.

"For me it's about working with Sailors," said Elliott. "The way I see it is: the paperwork will always be there, but it can't hold a conversation or show me its personality. It's nice to be able to do these collaterals where I can get that face-to-face interaction with the Sailors on the ship. I'm glad I can get out and help these Sailors grow through my own experiences."

The grounded and engaged leadership style resonates with Elliott's Sailors, who know they can depend on him to keep their well-being in mind while also pushing them to succeed.

"He really is a genuine person," said Aviation Boatswain's Mate (Handling) Airman Bianca Vasquez, who works for Elliott. "Early in my career, I had some serious issues. He was very understanding and willing to talk to me about it. I really appreciated that."

By employing effective, intrusive leadership and equally assigning tasks among his Sailors, he not only builds their confidence in his leadership, but in themselves.

Machinist's Mate 3rd Class Mary Wilson. "He is always reassuring us that if we want anything, go after it. He wants us to succeed as much as he wants himself to succeed."

By building and maintaining confidence in his Sailors, staying engaged on the deck plates and working daily to help keep "America's Flagship" trained up, Elliott could easily arrogantly put his feet up and relax – but that's just not his style.

"It's very humbling," explained Elliott. "A lot has been entrusted in me, and I take that into consideration every day. I always do the best that I possibly can and I make sure that Sailors are doing the best they can for themselves and the ship. I'm just happy to be in the position that I am."

# 3&2 Association helps get students Back to School

Story by MC2 Timothy Black

Sailors from USS Ronald Reagan's "3&2" Association delivered school supplies to Linda Vista Elementary School Sept. 16. Approximately 20 "3&2" Association volunteers represented the command giving the supplies to the school, all of which donated were by Reagan Sailors throughout the summer.

Before stopping by each classroom, the Sailors recited the Pledge of Allegiance and the school's "Dolphin Creed" during an assembly hosted by the school principal.

"The best part of this was the smiles we got when we handed the kids the binders," said Master at Arms 2nd Class John Newbon. "Those smiles were more thanks than any words could ever express."

The Sailors spent up to an hour in each classroom, introducing themselves to the students while also answering questions about Navy life.

"The children loved asking us questions about everything," said Mass Communication Specialist 3rd Class Kristina Walton. "From asking us about the aircraft aboard the ship to asking how tall the ship is - getting to see their faces light up was the highlight of this whole project for me."

Walton came up with the idea of collecting school supplies for underprivileged kids as the ship was conducting a homeport change from Bremerton, Wash., to San Diego.

"This project started because of a common problem in a diverse nation: a poorly funded education system," said Walton. "If you talk to Sailors on our ship, many of them will tell you the same thing about their educational experience. Their schools were broke. Many teachers are buying their own supplies for their classrooms, and there are some classes getting cancelled altogether because the schools just couldn't afford to keep everything going. Our Sailors didn't want that for our local community, so we decided to try and help by getting some of the supplies for interested schools to help alleviate the financial stress of providing our children with a quality education."

**"Those smiles were more thanks than any words could ever express."**

**"Many teachers are buying their own supplies. Our Sailors didn't want that."**

Reagan's "3&2" Association rallied behind Walton's cause, and donated numerous hours to help with fundraising efforts.

"We collected \$846 through fundraisers, the "3&2" Association donated \$550, and there were

boxes of school supplies donated from Sailors across the ship," said Mass Communication Specialist 2nd Class Chelsea Kennedy, the association's public affairs officer.

"The teachers and administrative staff were so grateful for our donation of school supplies," said Intelligence Specialist 3rd Class Kylie Hafner. "The students and their teacher even played a couple songs for us in their own way of saying thank you."

The ship's "3&2" Association plans on doing other projects with Linda Vista Elementary School and others in the San Diego area. They also hope to hold another school supply drive next year.

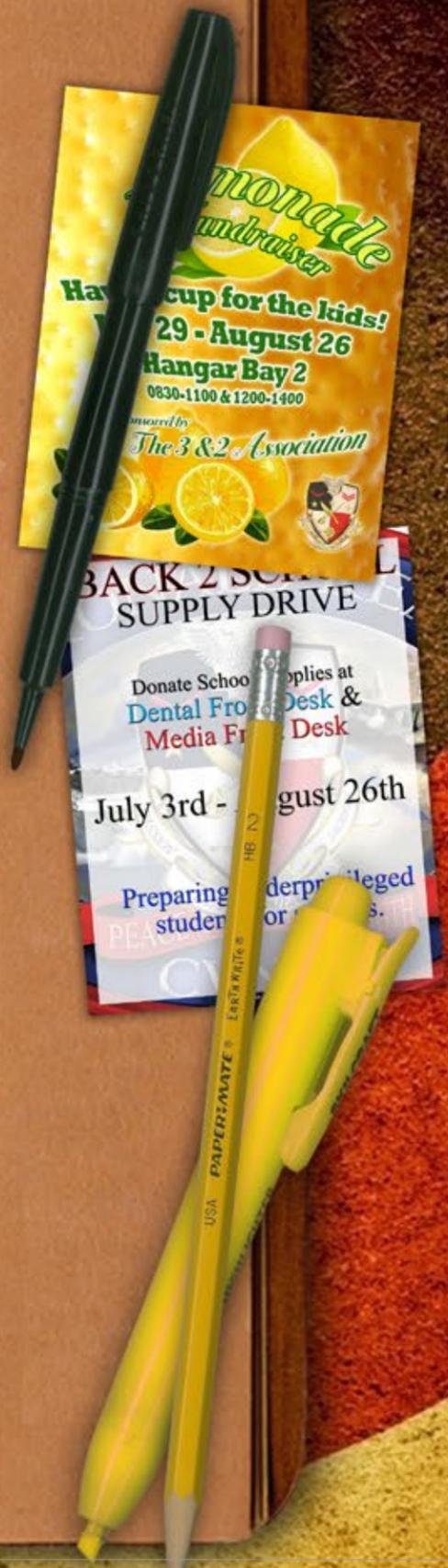
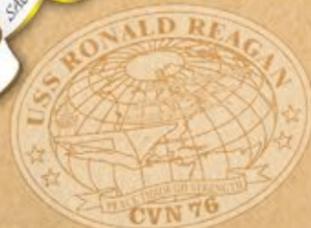
"I would love to see more of a collaborative effort between all of the associations on the ship," said Walton. "If the "3&2" Association can accomplish this, just imagine what would happen if we added every other community service association on our ship into the mix."



**"If the 3&2 can accomplish this, imagine if we added every other association into the mix."**



Linda Vista Elementary School



# CRASH & SALVAGE

# SETS THE HIGH BAR



STORY BY MC2 KIMBERLY ROMANOWSKI

## OUR CRASH AND SALVAGE TEAM, BLEW THEM OUT OF THE WATER.

USS Ronald Reagan's Crash and Salvage Team sent 26 Sailors to attend the new Aircraft Firefighting Shipboard Team Trainer (AFSTT) course in Pensacola, Fla. Aug. 26-30.

The AFSTT course is a new pilot program that puts Sailors in real-time firefighting scenarios in addition to requiring them to perform Crash and Salvage rescues and crane lifts for a full spread of shipboard aircraft.

Not only did Reagan's Crash and Salvage Sailors attend the new course, they also beat out the other ships' times by half and scored a perfect 100% on the final problem – a score never achieved before.

"I'm very proud of the crash and salvage team because those results only come from maximum effort and participation," said Aviation Boatswain's Mate (Handling) 1st Class Justin Fauver, assistant leading petty officer of the team. "Everyone is constantly involved in the books and training evolutions."

As part of the course, the Sailors had to rescue one casualty and perform a Phase III Crash and Salvage Crane, or "Tilley," lift. The average Navy time for the E-2C Hawkeye is 40 minutes and the Reagan team accomplished it in 20 minutes. The average Navy time for an SH-60B Seahawk is 30 minutes and the Reagan's time was 11 minutes. On the F/A-18 Super Hornet, the Reagan accomplished this in seven minutes and the Navy time was 15 minutes. For the MV-22B Osprey, which is usually not performed by aircraft carriers, the Navy's average time was 40 minutes and the Reagan accomplished this in 16 minutes.

"We went there and set records on aircraft that we never got to

practice on and only studied them in theory," said Fauver. "Our Crash and Salvage team also competed against other teams and blew them out of the water."

The accomplishments were especially sweet for Reagan's Crash and Salvage Sailors considering the ship just returned from more than a year in dry dock in Bremerton, Wash., long-removed from real-life experience.

"This crash and salvage team has come a long way, from coming out of dry dock a year ago and most of the crew being relatively new to the Navy," said Fauver. "This team is being introduced to firefighting techniques and salvage techniques from zero experience to setting records against a lot of commands that have been doing this a long time."

Crash Sailors attribute regular training and close-knit teamwork as ingredients for success for the young crew.

"We were really prepared to go to the team trainer because we train all the time to rescue a pilot, overhaul an aircraft, and salvage an aircraft," said Aviation Boatswain's Mate (Handling) 3rd Class Michael Orman.

"So when we went to the team trainer we were ready for all the

scenarios. All of the instructors were really surprised."

In addition to repeated training, the tight-knit nature of the Crash and Salvage team has fostered a supportive relationship both professionally and personally for these Sailors that has helped build their success.

"I've never come across a crew that is more together, more supportive of each other and has each other's backs more than this crew," said Fauver. "This team will be there for each other whether they're training, at work, on liberty, or anything that comes their way. The only intentions they have are to support each other and to do the job to the best of their ability."

For Fauver, Orman and the rest of Reagan's Crash and Salvage Sailors – it's not just talk. The proof is in results.

"It's not just talk if you back it up," said Fauver.

## IT'S NOT JUST TALK, IF YOU BACK IT UP!

"Tilley" performs a Phase III Crash and Salvage part of the Aircraft Firefighting Shipboard Team Trainer.



Ronald Reagan's Crash and Salvage team performed all of its recovery efforts faster than the Navy average.



# Soldier, Actor Politician



FEDERAL BUREAU OF INVESTIGATION

CONFIDENTIAL

Story by MCC Mike Miller

FBI INFORMANT  
9982

Control is one of the core concepts of Communism. Control over goods, control over the economy – and, maybe most importantly – control over the way people think. Communist Party leaders have historically used any means necessary to spread the concepts of communism to help gain sympathizers.

Near the end of World War II, FBI director J. Edgar Hoover feared a communist infiltration of the motion picture industry to manipulate public opinion against the U.S. By using the world's largest producer of motion pictures as a messaging vehicle, Hoover thought, Communists could creatively plant propaganda furthering the party's cause in America. To battle this, Hoover created an operation named the "Communist Infiltration of the Motion-Picture Industry," or COMPIC, and it had two primary goals: to identify the extent of communist infiltration in the industry and to identify communist-sympathizing screenwriters, actors, directors, executives, etc.

Ronald Reagan himself was one of many being closely watched by COMPIC as he was outspoken politically following his military service. He even unknowingly sponsored groups being watched by COMPIC for communist tendencies. In 1946, Reagan was elected to the executive council of the Hollywood Independent Citizens Committee of the Arts, Sciences and Professions (HICCASP). By then, an FBI report had already identified the group as one of key Communist influence.

"It is a powerful political pressure group and using the motion picture industry and its prestige as a base will be the dominating factor in the coming primary elections in the State of California," the report said. "Every endorsement for public office made by this organization coincides exactly with that made by the Communist Party of the state."

While identifying HICCASP as a potential communist cover, Hoover's FBI underestimated Reagan's patriotism and devotion to the American cause. As the COMPIC investigation carried on, Hoover learned that not only was Reagan a proud American patriot, but he also had a friendly contact in the FBI.

"WE HAVE SOME INFORMATION WHICH MIGHT BE USEFUL TO YOU, WE THOUGHT YOU MIGHT HAVE SOME INFORMATION HELPFUL TO US."

Charles Browning, Jr. was Reagan's college fraternity brothers who became an FBI agent. Learning this, Hoover directed Browning to provide Reagan's contact information to the FBI's Los Angeles field office.

One night in 1946, FBI agents arrived at Reagan's home in Hollywood where they presented official identification before he welcomed them in. Reagan recalled this night in his 1981 autobiography "Where's the Rest of Me?"

"We have some information which might be useful to you," one agent said as Reagan served them coffee. "We thought you might have some information helpful to us."

At the time, Reagan wasn't the famed conservative he's known as today. Then, he largely adopted his father's democratic loyalties built under President Franklin D. Roosevelt.

"Instinctively, my old liberal reaction popped up before I could think," Reagan recalled. "I found myself saying, 'Now look, I don't go in for Red-baiting.'"

The agents assured Reagan that their focus was based around National Security – not baiting.

"You served with the Army Air Corps," one agent responded. "You know what spies and saboteurs are. We thought someone the Communists hated as much as they hate you might be willing to help us."

That put the hook in Reagan. He was fascinated hearing Communists loathed him and that he was a topic of discussion. They began talking about how Reagan could help the American cause against Communism.

"I came to admire these men," Reagan later wrote in his book "An American Life." "They never accused anyone of being a Communist unless they had every last bit of evidence which would stand up against the most vicious court assault. They were very thorough, very patient and very accurate."

The agents went on to explain how their investigations not only showed the Communist Party trying to gain control of the Hollywood workforce, but also trying to influence the content of movies through party-sympathizing writers and actors.

"They asked if they could meet with me periodically to discuss some of the things that were going on in Hollywood," said Reagan. "I said of course they could."

In an effort to test the FBI waters, and possibly out of fear that the agents he met were correct about HICCASP,

Reagan decided to take action to sniff out Communists within his organization.

"I suggested that we propose a resolution to the executive committee with language that we knew a Communist couldn't accept," said Reagan. "We reaffirm belief in free enterprise and the democratic system and repudiate Communism as desirable for the United States."

By the time of the next HICCASP meeting, members were in an uproar over the motion. It caused a flurry of debates, disdain and out-right arguments. Reagan's motion was promptly and decisively voted down.

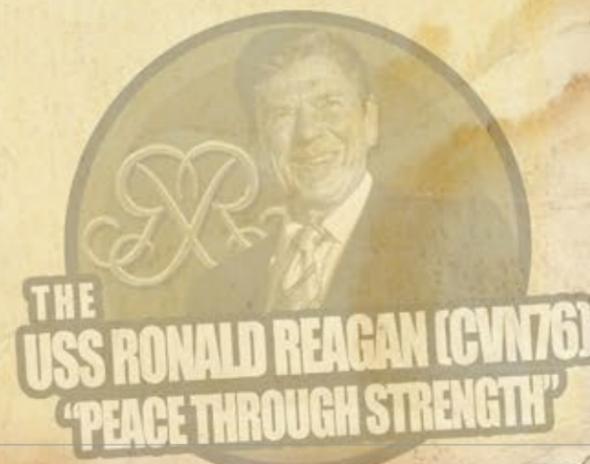
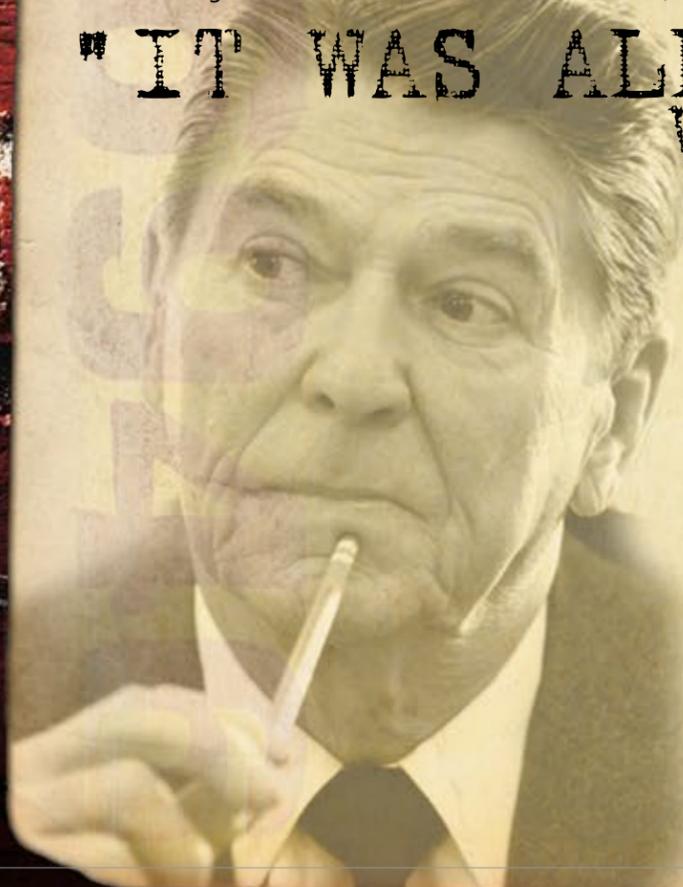
"It was all the proof we needed," said Reagan. "HICCASP had become a Communist front organization, hiding behind a few well-intentioned Hollywood celebrities to give it credibility."

Before quitting the organization, Reagan collected a number of internal records from HICCASP which he turned in to his FBI contacts – many of which later helped the Bureau dismantle the Communist organization.

For years to follow, Reagan would use similar tactics to help infiltrate and disrupt Communist organizations aimed at controlling the Hollywood film industry. He became one of the biggest assets to the FBI in stopping the Communist cause in Hollywood.

"More than anything else," Reagan wrote, "it was the Communists' attempted takeover of Hollywood and its worldwide weekly audience of more than five hundred million people that led me to accept a nomination to serve as president of the Screen Actors Guild and, indirectly at least, set me on the road that would lead me into politics."

"IT WAS ALL THE PROOF WE NEEDED."



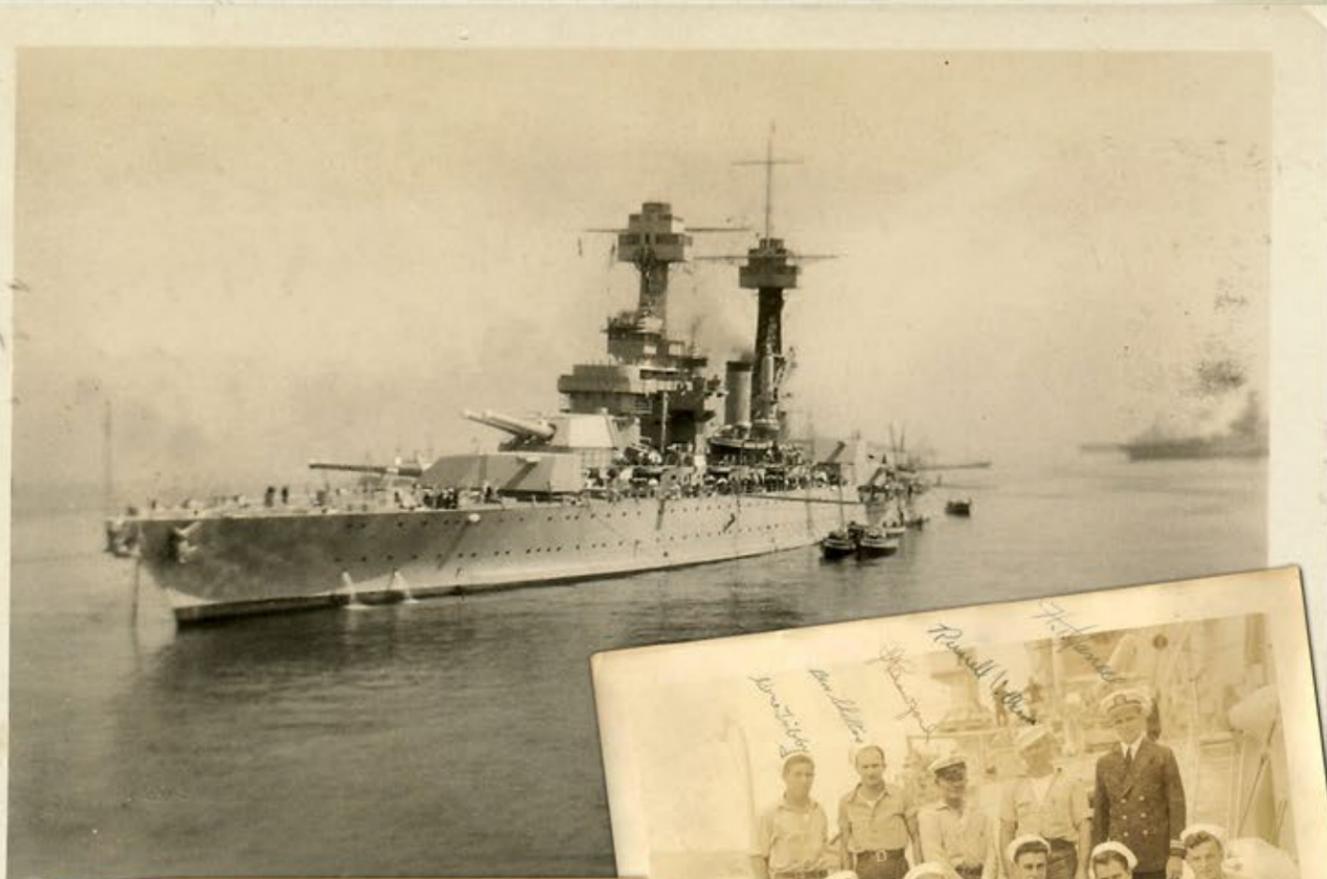


# AHEAD OF THE GAME

# RISEN FROM DESTRUCTION

## THE STORY OF USS WEST VIRGINIA

Story by MC3 Dave Frederick



On the morning of December 7, 1941, the Imperial Japanese Navy launched a surprise attack on the Naval Base at Pearl Harbor, Hawaii, sinking or damaging 19 ships and taking the lives of more than 2,000 American service members. Among the casualties was USS West Virginia (BB 48) as she lay moored along "Battleship Row". Within several minutes she sank in 40 feet of water with 66 of her crew still trapped below decks.

The West Virginia, also called the "Wee Vee" by her crew, was one of the newest of the super-dreadnoughts built by the Newport News Shipbuilding and Drydock Company. Launched on November 17, 1921, she was designed using the newest naval architecture. Modern features included watertight compartments and increased armor protection on her hull.

Prior to the attack on Pearl Harbor, West Virginia conducted intensive training within various task forces and groups in the Pacific operating arena near Hawaii. These at-sea periods were crucial in maintaining fleet readiness while also providing deterrence to foreign countries.

In the morning hours on Sunday, December 7, the Japanese commenced their attack on Pearl Harbor. The West Virginia, along with several other battleships, sat in calm waters unprepared for the tragedy that would follow.

Shortly before morning colors, explosions sounded as Japanese planes appeared in the skies above.

"Being up and on duty around 7:55 a.m., I heard what sounded like someone dynamiting in the distance. The Japanese planes were attacking," said George F. Bland, West Virginia survivor. "Over the loud speakers came 'away fire and rescue parties' and it wasn't long before the lights were flickering on and off."

By 8:00 a.m. the General Quarters alarm sounded signaling the men to their battle stations. Most of the crew did not know what was happening at the time, especially those who were below decks.

"Before I had time to reach the top deck, another general alarm was sounded. This time it was for all hands to man their battle stations," said survivor Charles A. Cassayre. "Everywhere, men were shouting, 'General Quarters' – just then another gigantic explosion rocked the ship."

Seven 18-inch aerial torpedoes struck her port side and two type-99 number-80 mark-5 bombs pierced through the decks. The damage was immense as one torpedo struck the steering gear, knocking off her rudder. At least three hit below the armor belt, and one torpedo caused major damage to her armored hull. The remainder of the seven torpedoes entered the ship through holes caused by the first series of hits and all but one exploded inside the skin of the ship.

Water immediately began to rush into the West Virginia, flooding her port side, and she started to take on a heavy list.

"In Main Control we sensed the beating the ship was taking," said West Virginia survivor Werner K. Bauer. "Everything shook. I think there were seven hits in rapid succession. Each hit shook the ship violently, from end to end. And with each explosion, the ship listed more to the port side."

To counter balance the ship and prevent capsizing, Lt. Claude Ricketts and a team of men began opening valves and hatches to flood the starboard side of the vessel. The quick and decisive action of these men allowed the heavily damaged West Virginia to correct herself upright as she sank to the bottom.

"I ran to my battle station, which was the starboard shaft alley, and found that it was locked – which was standard practice when in port. I turned around and noticed that both hatches to the two after motor rooms were open. The port motor room was flooding," said survivor Johnnie Egner. "I closed the hatch to the motor room and helped the damage control crew counter flood the ship so it would sit down even and not roll over on its port side."

A massive fire followed, fueled by oil leaking from the nearby and badly damaged USS Arizona (BB 39). The crew would go on to battle the inferno for more than 30 hours before extinguishing it.

"Everyone rushed topside and we were shocked to see a great wall of fire moving along the port side toward the bow igniting the oil covering the water around the ship," said John F. Coffey, West Virginia survivor.



"When I saw how quickly the oil fire was spreading around us, I told my shipmate it wouldn't be wise to try to make it on the raft. I suggested we swim underwater as far as we could, break the surface of the water to clear a spot, get some fresh air, and go on again until we were clear of the fire," added Egner.

During the early stages after the attack, the task quickly shifted from damage control to search and rescue. Salvage divers performed sounding taps on West Virginia's submerged hull but could not hear a response from any remaining crew.

Over the course of the next several months the bruised West Virginia underwent patching and repair work to her hull. When the workers had finished what they could do, the water was pumped out and she refloated on May 17, 1942.

During the survey of damages, workers located the bodies of 66 Sailors who perished during the raid. The men had been trapped below decks when she began to sink and could not make it to safety.

As the repairmen made their way through the ship they came across a disturbing find in a store room compartment. Laying scattered about the deck, amongst the debris, were several open canisters of emergency rations and fresh water. Nearby they found a calendar and the bodies of three men.

When they went to examine the calendar they noticed "X" marks through December 20, indicating that the three Sailors had survived trapped for 16 days.

One year later, on May 7, 1943, West Virginia left Pearl Harbor for Puget Sound Naval Shipyard in Washington state. While in Bremerton, she went through a complete rebuild and upgrade. The cage masts that housed the fire-control tops were replaced with a streamlined superstructure and single funnel tower. Dual-purpose 5" 38-caliber guns were added for anti-aircraft defenses along with 40mm Bofors and 20mm Oerlikon batteries for support. West Virginia was also widened from 108 feet to 114 feet at her beam.

After her modernization, West Virginia returned to the Pacific theater where she participated in the Battle of Leyte Gulf, Iwo Jima, Okinawa and the Philippines. Ultimately, she arrived in Tokyo Bay as one of two representative ships to witness the signing of the Japanese surrender thus bringing to close her remarkable story.

Bruised but not beaten, she had risen from destruction and on January 9, 1947, was placed on reserve in the Pacific Reserve Fleet. She would never again receive the call to active duty.



### Did you know?

MM3 Terrance Mondesire, YN3 Nikki Domingo, ET3 Kate Miller, and QM3 Ingrid DevinKayne participated in [National Physique Committee Border States Classic XXXV](#)?

Led by Fitboss Jock Hockett, these Sailors trained tirelessly to prepare themselves for stageday. When the moment came [QM3 DevinKayne](#) took home 9th in the bikini competition, and [YN3 Domingo](#) also took 9th in the physique competition.

The [USS RONALD REAGAN Holiday Party](#) will be held on [Sunday December 1, 2013](#) at [Hotel Del Coronado](#) from 5:30 p.m. - 9:30 p.m.

This year's theme is a [Masquerade Ball](#).

Included in the price of all tickets is: Buffett Stations (note there will not be a plated dinner this year), Live Band, DJ & Dance Floor, flip book stations, photo booth stations and a chance at winning some great prizes.

Dress for the party will be semi-formal attire.



Tickets will go on sale October 15 at the MWR Ticket Office. **The last day to purchase a ticket will be November 14.** Ticket prices are:

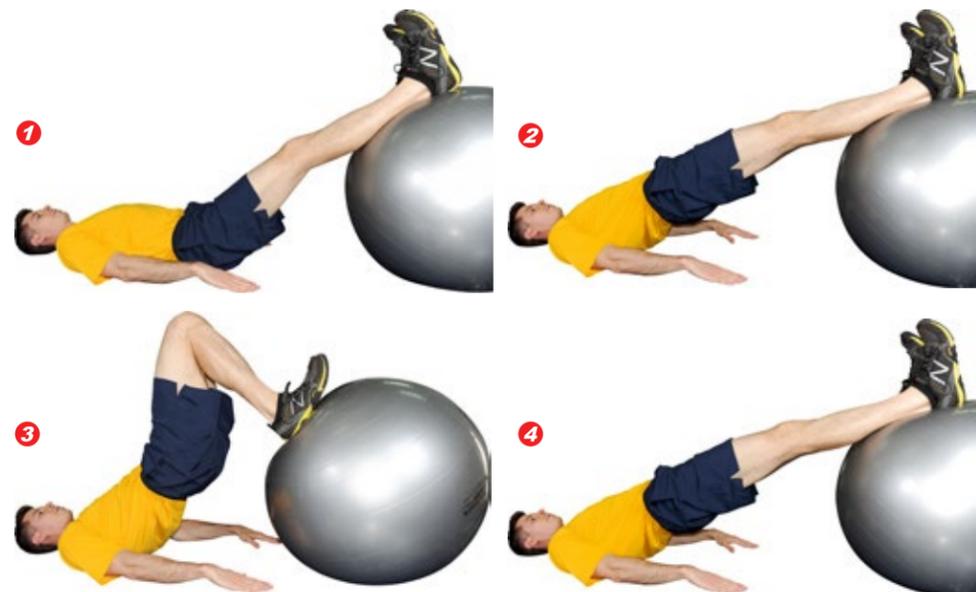
- E4 & below - \$25/per person
- E5 & E6 - \$30/per person
- E7 thru O-3 - \$40/person
- O-4 and above - \$50/person

# PHYSICAL THERAPY CORNER

LT Tarrillion  
HMI Pagan

## HAMSTRING TRAINING FOR INJURY PREVENTION

**AHHHHH! "I pulled a hammie". Don't neglect your hamstrings! Hamstring strains are a common sports injury that most often occur when the hamstring is in its full eccentric or lengthened position. The muscle is overloaded and stretched beyond its limits causing a hamstring pull or strain. Poor hamstring flexibility is a common cause but so is poor eccentric hamstring control. Improve both areas with the stretches and exercises demonstrated below.**



### ACTIVE HAMSTRING STRETCH

- Hook the end of a stretch out strap, long towel or belt around the middle of your foot. Lie on your back with your right knee bent and foot flat on the floor.
- Lift your left leg up as high as possible with your knee straight while keeping your lumbar spine in neutral.
- Try to press your left leg down, tensing your hamstring muscles while resisting with strap.
- Relax for one second and then slowly lift the leg higher.
- Continue contracting, relaxing and stretching your hamstrings 3 times and then hold the stretch for 15 seconds.

# SAFETY PROFESSOR'S TIPS OF THE MONTH

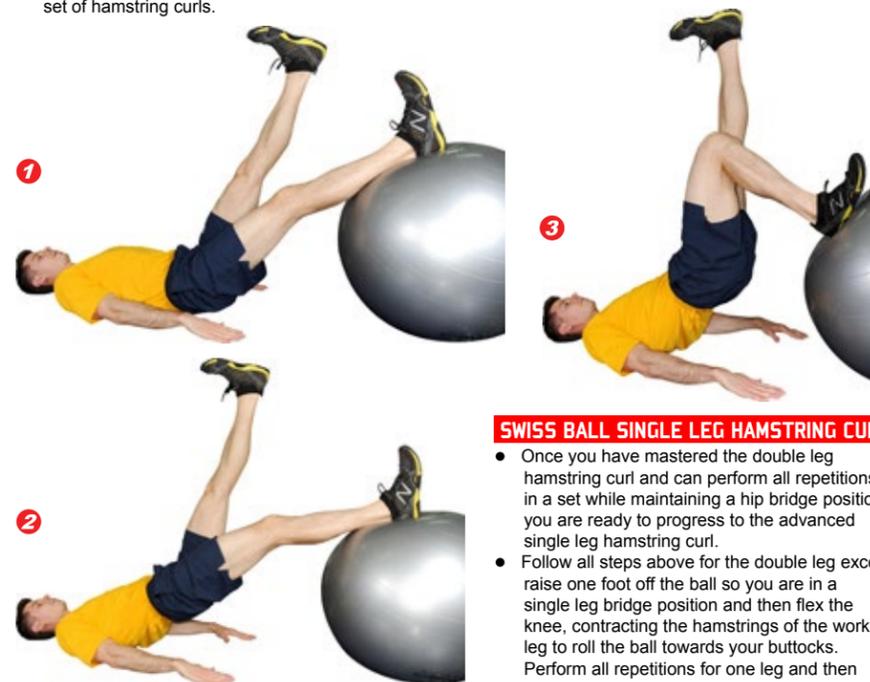
## Halloween Safety Tips

- Consider adding reflective tape or striping to costumes and trick-or-treat bags for greater visibility.
- Because masks can limit or block eyesight, consider non-toxic makeup and decorative hats as safer alternatives. Hats should fit properly to prevent them from sliding over eyes.
- When shopping for costumes, wigs, and accessories, look for and purchase those with a label clearly indicating they are flame resistant.
- Obtain flashlights with fresh batteries for all children and thier escorts.
- Teach children how to call 9-1-1 (or thier local emergency number) if they have an emergency or become lost.
- Consider using a flashlight or glow stick instead of a candle to light your pumpkins. If you do choose a candle, a votive candle is the safest.
- If your older children are going alone, plan and review the route that is acceptable to you. Agree on a specific time when they should return home.
- Only go to homes with a porch light on, and never enter a home or car for a treat.
- Don't assume the right of way. Motorists may have trouble seeing Trick-or-Treaters. Just beacause one car stops, doesn't mean others will!
- Law enforcement authorities should be notified immediately of any suspicious or unlawful activity.



### SWISS BALL DOUBLE LEG HAMSTRING CURL

- Lay on your back with your feet and ankles supported on a Swiss ball.
- Tighten your stomach muscles and perform a hip bridge by contracting your glutes and hamstrings to raise your body off the floor.
- In this position use your hamstrings to flex your knees and roll the ball towards your buttock muscles without letting your pelvis drop.
- Squeeze and hold for 1-2 seconds before extending your knees and returning to a hip bridge position.
- Slowly return to the resting position with feet and ankles supported on the Swiss ball before executing the next repetition. To increase the difficulty maintain the hip bridge position without rest while performing your entire set of hamstring curls.



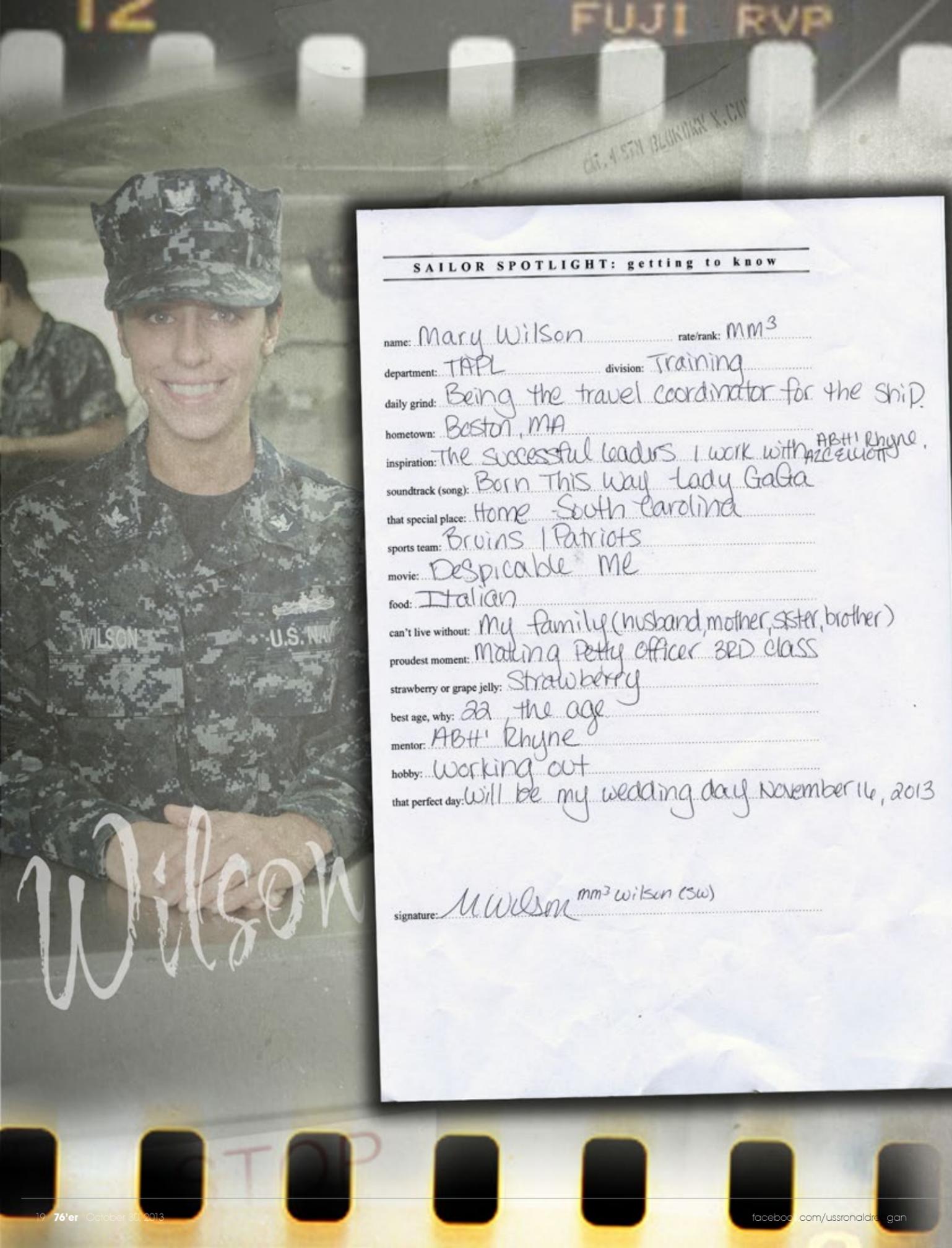
### SWISS BALL SINGLE LEG HAMSTRING CURL

- Once you have mastered the double leg hamstring curl and can perform all repetitions in a set while maintaining a hip bridge position you are ready to progress to the advanced single leg hamstring curl.
- Follow all steps above for the double leg except raise one foot off the ball so you are in a single leg bridge position and then flex the knee, contracting the hamstrings of the working leg to roll the ball towards your buttocks. Perform all repetitions for one leg and then alternate.



### SINGLE LEG DUMBBELL DEAD LIFT

- Select a light weight and assume a standing position with dumbbells held at your sides.
- Tighten your core muscles while slowly bending forward at the waist, letting the dumbbells drop towards the floor and extending one leg out behind you. Try to maintain a perfectly straight line from head to foot when in the fully eccentric position.
- Reverse the movement by using your glutes and hamstrings on the working leg to extend your hips, pulling you back into the starting position. Complete all repetitions on one leg and then alternate.



**SAILOR SPOTLIGHT: getting to know**

name: Mary Wilson rate/rank: mm<sup>3</sup>  
 department: TAPL division: Training  
 daily grind: Being the travel coordinator for the ship  
 hometown: Boston, MA  
 inspiration: The successful leaders I work with ABH Rhyno  
 soundtrack (song): Born This Way Lady Gaga  
 that special place: Home South Carolina  
 sports team: Bruins / Patriots  
 movie: Despicable Me  
 food: Italian  
 can't live without: My family (husband, mother, sister, brother)  
 proudest moment: Making Petty officer 3RD class  
 strawberry or grape jelly: Strawberry  
 best age, why: 22 the age  
 mentor: ABH Rhyno  
 hobby: Working out  
 that perfect day: will be my wedding day November 16, 2013

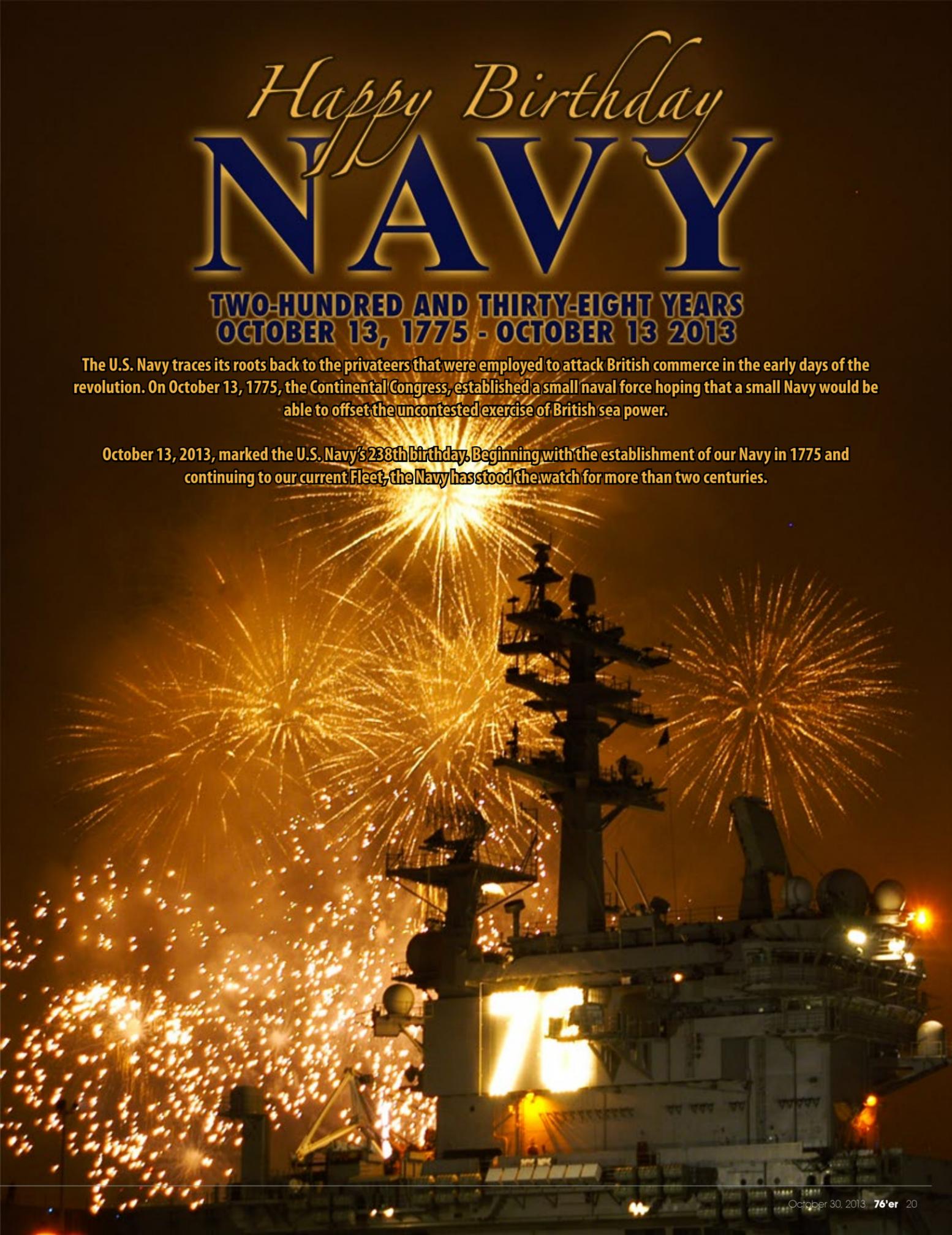
signature: M. Wilson mm<sup>3</sup> Wilson (SW)

# Happy Birthday NAVY

**TWO-HUNDRED AND THIRTY-EIGHT YEARS  
OCTOBER 13, 1775 - OCTOBER 13 2013**

The U.S. Navy traces its roots back to the privateers that were employed to attack British commerce in the early days of the revolution. On October 13, 1775, the Continental Congress, established a small naval force hoping that a small Navy would be able to offset the uncontested exercise of British sea power.

October 13, 2013, marked the U.S. Navy's 238th birthday. Beginning with the establishment of our Navy in 1775 and continuing to our current Fleet, the Navy has stood the watch for more than two centuries.



**1 During a regular NFL game, you are likely to watch the following:**

- 11 Minutes of actual playing
- 17 Minutes of replays
- 3 Seconds of cheerleaders
- 67 Minutes of players just standing there

**2 An NFL forfeit results in a 2-0 score.**

Why two points? The two-point safety is the only score not accredited to any one player, so no player receives the statistic.

**3 The smallest player in NFL history was Carrie Underwood's size.**

Jack "Soapy" Shapiro played Blocking Back for the Staten Island Stapletons in 1929 standing at 5'1" and weighing in at 119 pounds.

**5 2nd place ain't bad**

The Dallas Cowboys are the second most valuable sports franchise in the world with a reported value of \$1.5 Billion.

**7 The Madden Curse**

Since 2000, every player to appear on the cover of the Madden NFL video game has suffered a season altering gaff or injury (With the exception of Larry Fitzgerald)

**9 Slurred Speech**

On the November 23rd, 1970 edition of Monday Night Football, Howard Cosell was so drunk, he slurred his speech throughout the first half and vomited on Don Meredith's boots at halftime.

**11 Pizza Pizza**

Pizza delivery drivers are in more accidents on Super Bowl Sunday than any other day of the year. 9 million slices delivered - 44% more than a normal Sunday.

**13 Roto Rooter**

An estimated 90 million people flush the toilet during the Super Bowl halftime. 2 gallons per flush, 180 million gallons of water flowing at once - Or 3.5 minutes of flowing water on the Niagara Falls.



**4 Footballs were never made out of pig skin**

Pigskin refers to the crude soccer ball or "football" made from a pig bladder. NFL footballs come from cowhide. It takes 3,000 cows to supply the leather for a year's supply of footballs for the NFL.

**6 No TV broadcast tape exists from Super Bowl I**

The game was simulcast between NBC and CBS, but both networks taped over their film, of the game. (rumor has it that both films were used for soap operas.

**8 The "Yellow Line"**

The cost of the yellow line in NFL broadcasts is \$20K per game. 16 games x 32 teams / 2 teams per game = \$5,120,000 (Or the salary of 4.5 Punters) worth of yellow line a year during the regular season.

**10 Oakland originally named their team the Oakland Señors**

The Oakland Senors was the result of a Bay Area contest to name the new NFL team. After endless scrutiny from the media, the name only lasted a month and changed to Raiders. (Voted #3)

**12 Ronnie Lott cut off his finger**

After the 1985 season, Lott had his left pinky amputated after it was crushed during a tackle on running back Timmy Newsome.

**14 Big Money**

80% of all Super Bowl tickets go to corporate sponsors. Good luck getting a ticket this year.

**15 Burpies**

The Monday following the Super Bowl, antacid sales increase by 20 percents. Wonder why.

**16 Mr. Irrelevant gets a week**

The final pick in the draft, aka Mr Irrelevant, and his family receive invitations to visit the annual "Irrelevant Week" in Newport Beach, CA. he also gets a trophy.



**Thor: The Dark World**

Faced with an enemy that even Odin and Asgard cannot withstand, Thor must embark on his most perilous and personal journey yet, one that will reunite him with Jane Foster and force him to sacrifice everything to save us all.

**The Buzz**

I feel like Thor is the best Marvel achievement to date in that it (a) celebrated its underdog status; (b) found a smart balance between its humor and emotion; and (c) featured the delicious Idris Elba. It has all the makings of the first winning Marvel sequel.

**Director:** Jeff Tremaine

**Stars:** Johnny Knoxville, Jackson Nicoll, Spike Jonze, Georgina Cates

**Genre:** Comedy

**Length:** 92min

**Release:** October 25th

**Bad Grandpa**

86-year-old Irving Zisman is on a journey across America with the most unlikely companion: his 8 year-old grandson, Billy.

**The Buzz:**

Johnny Knoxville is pretty much the only person who can get away with what essentially amounts to a big-screen tribute to Sacha Baron Cohen.



**Carrie**

A reimagining of the classic horror tale about Carrie White, a shy girl outcast by her peers and sheltered by her deeply religious mother, who unleashes telekinetic terror on her small town after being pushed too far at her senior prom.

**The Buzz:**

It's unsurprising to see Brian De Palma's creation applied to modern times, the age of heightened awareness of peer-to-peer bullying. I'll spare you any commentary on the remake trend and say: at least the casting choices are ace. Though it will be completely different in tone, I will use Chloë Moretz's performance as Carolyn Stoddard in Dark Shadows as the litmus test for her stepping into a character immortalized by Sissy Spacek.

**Director:** Gavin Hood

**Stars:** Harrison Ford, Asa Butterfield, Hailee Steinfeld, Abigail Breslin

**Genre:** Action, Adventure, Sci-Fi

**Length:** 114min

**Release:** November 1st

**Ender's Game**

70 years after a horrific alien war, an unusually gifted child is sent to an advanced military school in space to prepare for a future invasion.

**The Buzz:**

Ender Wiggin's initial fate in the hands of Gavin Hood makes us want to question that people who decided to place such a huge responsibility on the shoulders of the guy who directed The Wolverine. Though in the mix there are a couple savvy veteran producer types and one experienced cinematographer, a position where some people can literally call the shots.

**Director:** Alan Taylor

**Stars:** Chris Hemsworth, Natalie Portman, Tom Hiddleston, Stellan Skarsgård

**Genre:** Action, Adventure, Fantasy

**Length:** 112min

**Release:** November 8th



**Director:** Kimberly Peirce

**Stars:** Chloë Grace Moretz, Julianne Moore, Gabriella Wilde, Portia Doubleday

**Genre:** Drama, Horror

**Length:** 99min

**Release:** October 18th



# WARRIOR ETHOS

PEACE THROUGH STRENGTH

CVN 76

“What we can or cannot do,  
what we consider possible or impossible,  
is rarely a function of our true capability.  
It is more likely a function of our beliefs  
about who we are.”

*ANTHONY ROBBINS*  
PERFORMANCE COACH



USS RONALD REAGAN  
SAILORS HELPING SAILORS. ONE TEAM. ONE FIGHT.