

The **Anchor**

November 19, 2013

THE NATIVE AMERICAN WAY
NATIVE AMERICAN HERITAGE MONTH

INTO THE LIGHT
AT1 LESTER'S TRANSFORMATION

WHO ARE ALL THOSE CIVILIANS?
DV EMBARK PROGRAM



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Teammates, Greetings and salutations. We roll into the Thanksgiving Day holiday next week following a very successful underway period with our Carrier Air Wing TWO and Destroyer Squadron NINE compatriots.

After two evolution-packed weeks at sea, we flexed almost every major muscle movement that we can expect to flex during a deployment. From reactor drills to cyclic flight ops, from aircraft maintenance to damage control, from underway replenishment to embarked DVs, we did it all. Most importantly, we achieved positive results because we chose to work together and dedicate ourselves to success as a team.

As CAPT Bolt often says, "chickens are involved in breakfast, but pigs . . . well, they're COMMITTED to breakfast. Be the pig." AT1 Lester's story on page 3 is certified proof that this crew's level of commitment didn't just shine during the last few weeks, it has shined for the last few months.

So, as you flip through this edition of "The 76er", remember that every Sailor on this ship is defined by the responsibilities they choose to commit to. Your willingness to 'step up' establishes you as a leader. Every action you take is important . . . YOU are important . . . and what you do matters.

V/R,
YOUR Public Affairs Team

**Principle of Naval Leadership # 11:
Seek Responsibility and take responsibility for your actions.**

- Learn the duties of your immediate senior, and be prepared to accept the responsibilities of these duties.
- Seek a variety of leadership positions that will give you experience in accepting responsibility in different fields.
- Take every opportunity that offers increased responsibility.
- Perform every task, no matter whether it be top secret or seemingly trivial, to the best of your ability.
- Stand up for what you think is right; have courage in your convictions.
- Carefully evaluate a subordinate's failure before taking action against that subordinate.
- In the absence of orders, take the initiative to perform the actions you believe your senior would direct you to perform if present.



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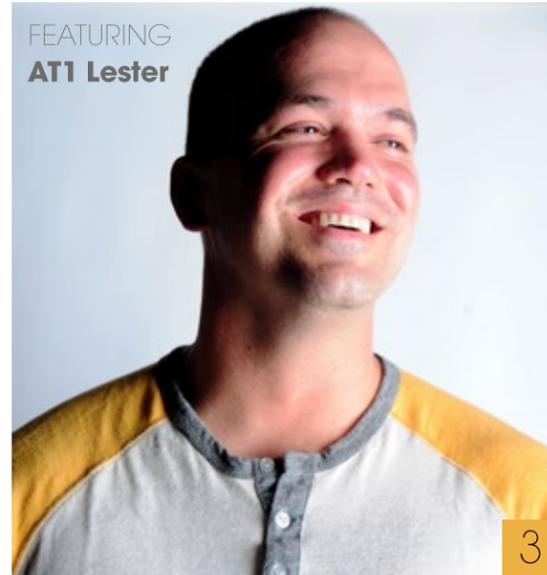
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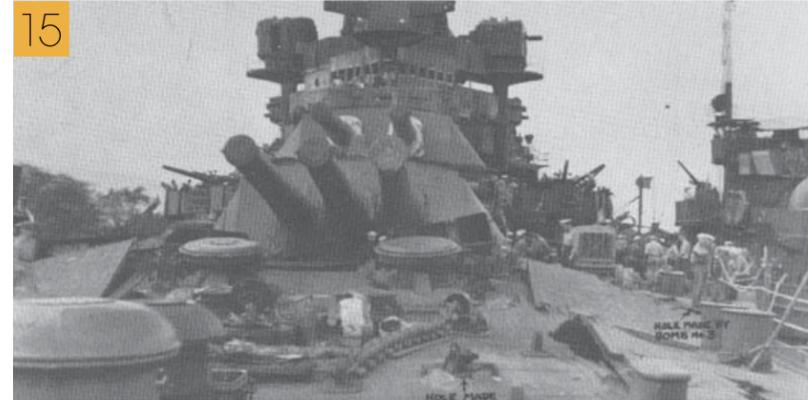
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Reagan Sailors teach us the "Native American Way".

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.

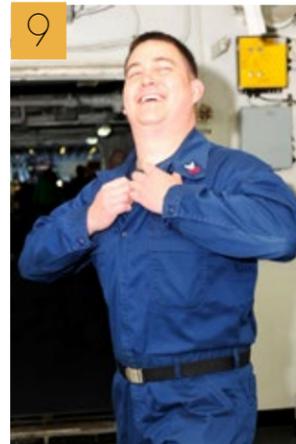
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CRAFTED FROM CIRCUMSTANCE

STARTED LAST,
FINISHED FIRST.

STORY BY MC3 ANDREW ULM

SEEKING RESPONSIBILITY AND
BUILDING INSPIRATIONAL LEADERSHIP

"GET YOUR LIFE IN ORDER."
- DAD



AT1 RYAN LESTER

IM-3 AIMD LPO,
AVIONICS SHOP 8 LPO,
FIRST CLASS ASSOCIATION LEADER,
"ROCKSTAR"

"I HAD TO DO SOMETHING"

In life, it is easy to identify the natural leaders. Those born with an inherent ability to inspire those around them to accomplish the toughest of tasks always stand out in a crowd. When we are lost and can't find our way, we naturally seek out those people. For some leaders, that aura isn't so natural. For some of the strongest leaders, the skills to inspire and establish responsibility are forged from challenge and adversity. Aviation Electronics Technician 1st Class (AT1) Ryan Lester is a leader crafted from circumstance.

As a student at Liberty State College in West Virginia, his collegiate experience was a party that didn't last. Although smart, Lester's party life ultimately led to him dropping out of college and later finding himself working his old high school job at McDonalds as a shift manager. He was lost.

Being the son of a steel mill manager, Lester knew the face of leadership.

"My dad would regularly go out of his way to help out anyone," said Lester. "Witnessing that my entire life, he taught me so much that I didn't even realize."

The strong leadership example that Lester's father displayed among his job would translate to their relationship and be the catalyst for change.

"It was only when he sat me down, man to man, and told me I really needed to get my life in order," Lester said. "I had to do something."

For Lester, that "something" ended up right in front of him, of all places, at McDonalds. The local Navy recruiters frequented the breakfast menu at McDonalds. After talking with his father, Lester decided to capitalize on this daily interaction with the Navy.

"I just started talking to him one day. Knowing some of the other guys he recruited, I thought 'Why not?' and enlisted." On January 24, 2001, he took his oath of enlistment.

Initially, joining the Navy wasn't enough, by itself, to improve his ways. He began his career by mixing a hard work ethic with the college party lifestyle of his past.

Being stationed in Whidbey Island, Wash., with the "World Watchers" of VQ-1, Lester quickly learned his rate and gained technical experience working on EP-3's. They sent him all over the world to work on the platform – from Japan and Spain to Bahrain and even Alaska. Those many travel opportunities to exotic locations would not only build his technical skills, but also bring him back to old habits.

"I got a DUI while I was there. I got busted down to Airman, where I stayed for three and a half years," Lester said.

Starting over following the DUI and watching his peers advance and pass him by was the shot of humility Lester needed. He began to take note of leadership styles and turned the negative of his peers passing him by and turned it into a positive.

"I took everyone's leadership styles and put them under a microscope," he said. "I examined them and applied it."

By the end of that tour, he advanced to Second Class Petty Officer.

Within two tours, Lester found himself teaching "A" school in Pensacola, Fl. There, the leadership bug really bit him.

"There was always a line outside my office filled with Sailors that needed my help," he said. "After helping them through their issues - one after the other, I learned how to communicate with people and how to connect on a human level."

By combining keen technical expertise, tested leadership qualities, and effective communication skills, Lester was ready for his biggest challenge yet – a Leading Petty Officer (LPO) assignment aboard USS Ronald Reagan.

Immediately, Lester was put in charge of IM3 Division in the Aircraft Intermediate Maintenance Department (AIMD). He instantly began to infuse his division with the squadron "empty the workload" mentality, built upon the premise that you work until the job is done.

"That mentality he brought to the Reagan helped change the culture in AIMD to take on his personality of caring for everyone he meets," said AT1 Abiodun Oguntala, who works with Lester. "When he first came here, we were both two alpha personalities that wanted the same goal. So we bumped heads at first."

Through teamwork, dedication and cooperation, the two have become one of the best professional pairs of LPOs aboard Reagan. Since being aboard Reagan, Lester has taken charge and helped shape the First Class Association, improved AIMD's mentorship program and assisted with the command indoctrination program.

"He influences Sailors' perceptions of the command and the Navy," added Oguntala. "You want guys like Lester up there showing what the Navy is, can be and should be."

The effective relationship between the two is noticed by both their Sailors and their chain of command.

"We would consistently work well after hours," said Senior Chief Aviation Electronics Technician Keith Clerique. "His leadership style makes my life easier. I have to push him to go home."

Lester's storied experiences, both good and bad, have helped shape an effective leadership style built on standing up for what is right and genuinely caring for his Sailors.

"Three keys to being successful, not just in the Navy, are to have a positive attitude, being genuine, and creating that human connection with people," he said. "Quit looking for the 'checks in the box' and take the uncommon approach."

By taking responsibility for his actions in the past and seeking out new leadership opportunities today, Lester's fair leadership style is inspiring the next generation of leaders.

"He takes responsibility for himself and others," said Aviation Electrician's Mate 3rd Class Chase Hopkins. "He's firm, but treats everyone fair."

Lester's leadership journey has come a long way since meeting a recruiter as a college dropout and has landed him in a position he couldn't have foreseen when his decisions and behaviors had stuck him at the bottom. Without knowing it, he has been a leader all along.

"It's scary, but it makes me proud when I realize what type of leader my Dad was for his men. My dad passed that onto me, and he probably didn't even realize it."

**"SHOWING WHAT THE NAVY IS,
CAN BE, AND SHOULD BE."**

AT1 OGUNTALA



"MY DAD PASSED THAT ONTO ME, AND HE PROBABLY
DIDN'T EVEN REALIZE IT."

TELLING THE NAVY'S STORY ONE VISITOR AT A TIME



Story by MC2 Timothy M. Black

"It is important for these DVs to come visit us, because we are one of 10 national assets. We are really a focus of interest for the American taxpayer, considering each one of these platforms costs \$4.5 billion to make," said Lt. Cmdr. Frank Magallon, Reagan's Public Affairs Officer. "At the end of the day, this ship and everything on it, is not really ours – it belongs to the American taxpayer. So when we bring them aboard, we show them what their tax dollars are doing, both in materials and personnel."

With thorough vetting and ever-changing operational schedules, guests may wait up to three years before they even get a chance to land on the flight deck of an active aircraft carrier. "All of the individuals identified as distinguished visitors come here through a nomination process that is very thorough and stringent," said Magallon. "Some had opportunities to come, but due to operational scheduling and the ship's schedule, they had to try again three or more times to get aboard. They have a strong interest to come visit."

Once aboard the ship, guests spend the packed 24-hour visit seeing as many spaces on the ship as possible, focusing on Reagan's operational capabilities. Reagan's DV program relies heavily on the contributions of numerous subject matter experts from varying departments explaining their responsibilities and telling their personal stories.

"I represent V-2 Division in portraying how an aircraft carrier is capable of recovering aircraft," said Aviation Boatswain's Mate (Equipment) 3rd Class Carissa Clark. "It shows our counterparts in the civilian world that the advancement of technology goes hand in hand with the military and our ability to create our Advance Recovery Control System."

Reagan Sailors take great pride in sharing their stories with visitors.

"The feedback I get from talking to DVs reaffirms my reasons for why I serve my country," said Clark. "It gives me pride in what I do by demonstrating and introducing our equipment to someone else who appreciates what we do. We Sailors sometimes take it for granted."

In addition to seeing first-hand how tax dollars are spent and hearing the vast stories of Reagan Sailors, many DVs use their time aboard to gain insight and ideas for best practices to employ back in their respective organizations.

"We came to learn the Navy's approach on safety and training fundamentals. I have already noticed that you guys don't differentiate between doing the job and training – I believe we may lack in that concept," said Dave Haddock, drilling manager for Chevron. "There are a lot of similarities to an off-shore oil rig, with its complex machinery and its high risks. I see a good analogy of how the Sailors do business and how we do business, and I see ways to make our business better."

With most new experiences first impressions are everything, and the DV program is no exception.

"It was overwhelming when the ramp was lowered from the plane, and I saw a lot of things going on at the same time on the flight deck," said Haddock. "I was impressed because they were all engaged and focused on their job. I could see they had a purpose, and I had Sailors looking out for me while they were doing their jobs, cementing my first-class experience."

With the current budget challenges our government and military are facing, many wonder how can we afford to run programs like DV embarks.

"There are no real additional costs to the Navy," said Magallon. "They pay their way to San Diego and for their lodging, and the flight to the ship is on already-scheduled flights."

"When they come aboard they pay an embark fee that covers food, lodging and for small items while they're aboard. Looking at the cost-verses-benefit analysis, for what they bring to the community and their spheres of influence, we are getting the most 'bang for our buck.'"

As the strike group commander, Hall has personal interaction with every DV that visits Reagan. He regularly faces questions about the current budget environment and how it affects the Navy's ability to operate.

"IT'S IMPORTANT THAT WE MAINTAIN AN OUTREACH PROGRAM TO OUR COMMUNITY SO OUR COMMUNITY LEADERS HAVE CONTACT WITH SAILORS, AND SAILORS HAVE CONTACT WITH OUR COMMUNITY LEADERS"

"It is a sign of the times, and there are no signs of the budget landscape improving in the future," said Hall. "The nation and our political leaders need to make a determination on what our national security strategy should be and then shape our fleet end-strength and capabilities to meet those needs. Until then, my job is to ensure this strike group is as well-trained as resources allow and ready to deploy if called upon."

From spending time on the flight deck during flight operations to getting to meet everyday Sailors doing their jobs proudly serving their country, each DV leaves the ship with a new understanding of the U.S. Navy unlike what most Americans will ever have the chance to see.

"I am honored to be invited here today, just to be aboard and see a carrier first hand," added Haddock. "I am going to take what I learned here and take it back to my business. I'll talk to my family and friends about the planes and technology, but more impressive were the Sailors – and that is what I am going to share when I go home."

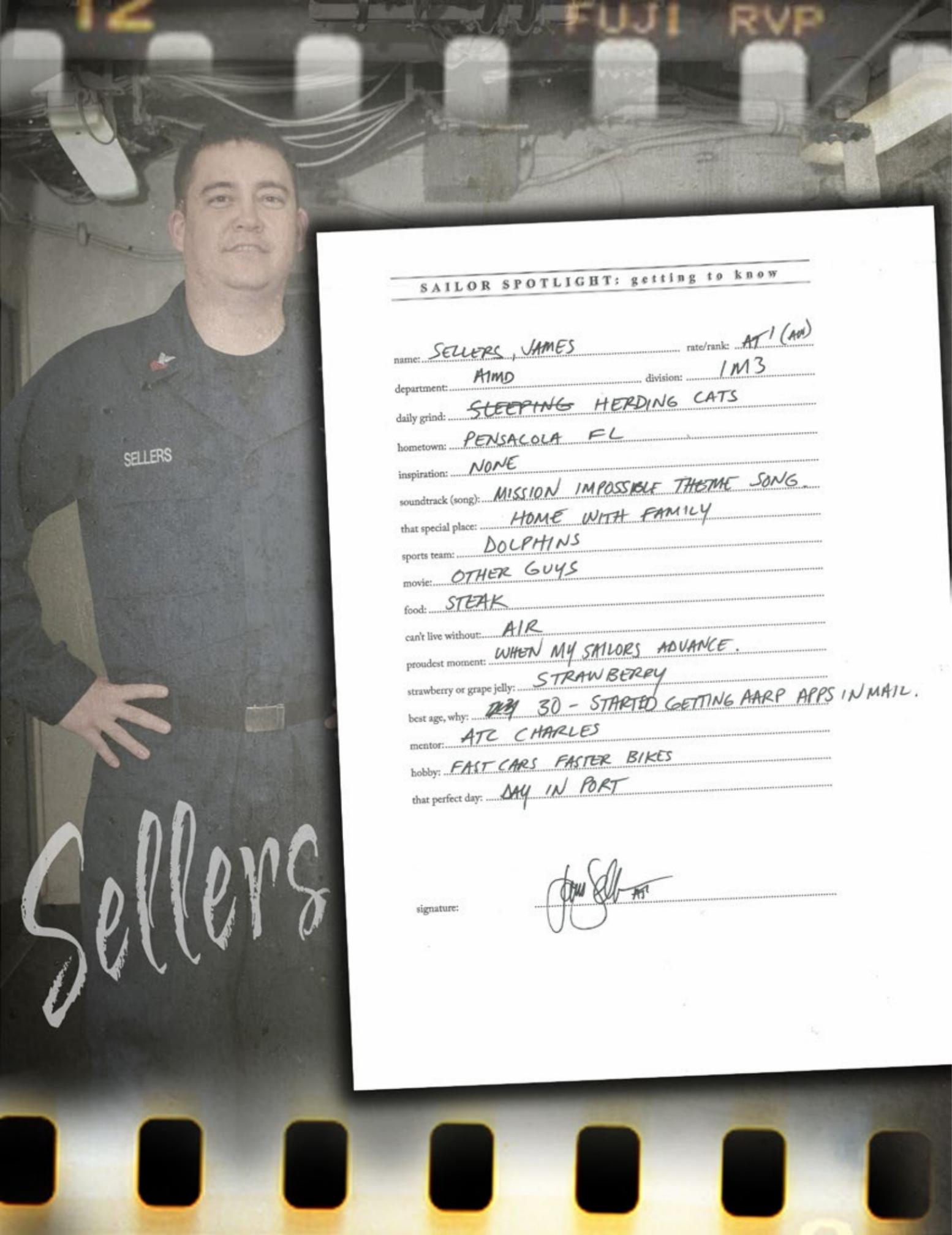


There are many ways to tell a story. Though images and the written word are some of the most common, nothing quite replaces first-hand experience. One of the ways the story of USS Ronald Reagan is told is through the ship's Distinguished Visitor (DV) Embark Program.

When the ship is underway and conducting flight operations, DVs are flown out almost daily. DV groups are generally comprised of a combination of organizations and communities, from business leaders and educators to scientists and public officials. No matter the background, however, each visitor has something in common: they are all people of influence who can help tell the Navy's story by sharing their shipboard experience back in their respective organizations.

"It's important that we maintain an outreach program to our community so our community leaders have contact with Sailors, and Sailors have contact with our community leaders," said the Commander of Carrier Strike Group 9, Rear Adm. Patrick Hall. "We have quite a story to tell, and the carrier DV embark program is a great mechanism to do that."

As popular as the program is with each guest, the trip is an experience that the average American doesn't get the chance to take part in. Therefore, it's important that each DV have as robust an experience as possible to help spread the word about the Ronald Reagan and the U.S. Navy.



SAILOR SPOTLIGHT: getting to know

name: SELLERS, JAMES rate/rank: AT1 (AN)
 department: AIMD division: 1M3
 daily grind: SLEEPING HERDING CATS
 hometown: PENSACOLA FL
 inspiration: NONE
 soundtrack (song): MISSION IMPOSSIBLE THEME SONG
 that special place: HOME WITH FAMILY
 sports team: DOLPHINS
 movie: OTHER GUYS
 food: STEAK
 can't live without: AIR
 proudest moment: WHEN MY SAILORS ADVANCE.
 strawberry or grape jelly: STRAWBERRY
 best age, why: BY 30 - STARTED GETTING AARP APPS IN MAIL.
 mentor: ATC CHARLES
 hobby: FAST CARS FASTER BIKES
 that perfect day: DAY IN PORT

signature: 

Sellers



MOVEMBER

PROSTATE CANCER AWARENESS MONTH

As an official global charity, Movember's vision is to have an everlasting impact on the face of men's health. During November each year, Movember is responsible for the sprouting of millions of moustaches on men's faces around the world. Through the power of the Mo, vital funds and awareness are raised to combat prostate and testicular cancer and mental health challenges. Movember encourages men to join the movement by growing a moustache for the 30-days of November. After starting the month clean-shaven, men then grow and groom their Mo (slang for moustache), asking friends and family to donate to their efforts. With their new moustaches, these Mo Bros bring much needed awareness to men's health issues by prompting conversations wherever they go.

KEEP IT IN REGS! The face shall be clean shaven unless a shaving waiver is authorized by the Commanding Officer per <BUPERSINST 1000.22>. Mustaches are authorized but shall be kept neatly and closely trimmed. No portion of the mustache shall extend below the lip line of the upper lip. It shall not go beyond a horizontal line extending across the corners of the mouth and no more than 1/4 inch beyond a vertical line drawn from the corner of the mouth. The length of an individual mustache hair fully extended shall not exceed approximately 1/2 inch. Handlebar mustaches, goatees, beards or eccentricities are not permitted.

FOR MORE INFORMATION, PLEASE VISIT: <http://us.movember.com>

An Airstrip, A Coup & An Invasion: "OPERATION URGENT FURY"

Story by MCC Mike Miller

In the Southeastern Caribbean Sea, not far from the northern coast of South America, is the island country of Grenada – the smallest independent country in the Western Hemisphere. From 1649 to 1974, the island was a colony under French and then British rule before gaining independence in 1974 – constantly wrought with conflict and civil unrest. These constant civil uprisings culminated in the 1970s & 1980s, with a bloody battle for independence and ultimately a dominant invasion by the U.S. military.

After gaining independence, the nation was still in turmoil. The New Joint Endeavor for Welfare, Education and Liberation (JEWEL) Movement, a communist-sympathizing Marxist-Leninist political party, launched paramilitary attacks on the new government, deposed the elected Prime Minister and installed their own revolutionary government under young Grenadian lawyer Maurice Bishop. The New JEWEL Movement's (NJM) National Liberation Army held militant control of government, radio stations and military/police forces across the country.

Throughout the next few years the NJM-installed government would turn to Cuba for assistance. The country had been refused aid elsewhere, and Cuban militants were brought in to assist in the construction of a new international airport, while also providing assistance to Grenada's militant police force. The violent communist overthrow of the government alone was enough to grab the attention of President Ronald Reagan, but the new infusion of communist logistical influence spurred action by Reagan.

For Reagan, like most Americans, the lingering fear from the Cuban Missile Crisis was still a fresh point of contention. The installation of a satellite-communist military armed to launch local, all-out ballistic missile attacks on the U.S. was a possibility the Reagan administration could not let happen again.

The airport is what really caught Reagan's attention. The presence of Cuban construction workers and military personnel building a large, 9,000-foot airstrip seemed odd. Even Bishop attempted to ward off worrying eyes by saying the new airstrip was to allow larger commercial jets to land – bringing a boost to the local economy. While the original airport was aging, Reagan and his national security team knew the construction of a long and reinforced runway was to land heavy, Russian military transport planes like the AN-12, AN-22 and AN-124 – all designed to transport large-scale military hardware.

Partially due to talks with the Reagan administration and the reassurance by Bishop that Grenada was not becoming a satellite communist state, the NJM decided that Bishop was not "hard-line" enough and needed to step down from power. NJM military leaders placed Bishop under house-arrest. When Bishop was free to leave his house and attempted to resume power, he was captured and executed.

This military coup combined with the buildup of a military-grade airfield wasn't all that had Reagan concerned; Grenada also hosted 800 American medical students in the country's St. George's School of Medicine. Following the coup, there was uncontrollable violence and anarchy, and with martial law and a "shoot-on-site" curfew in effect, Reagan knew he needed to take action.

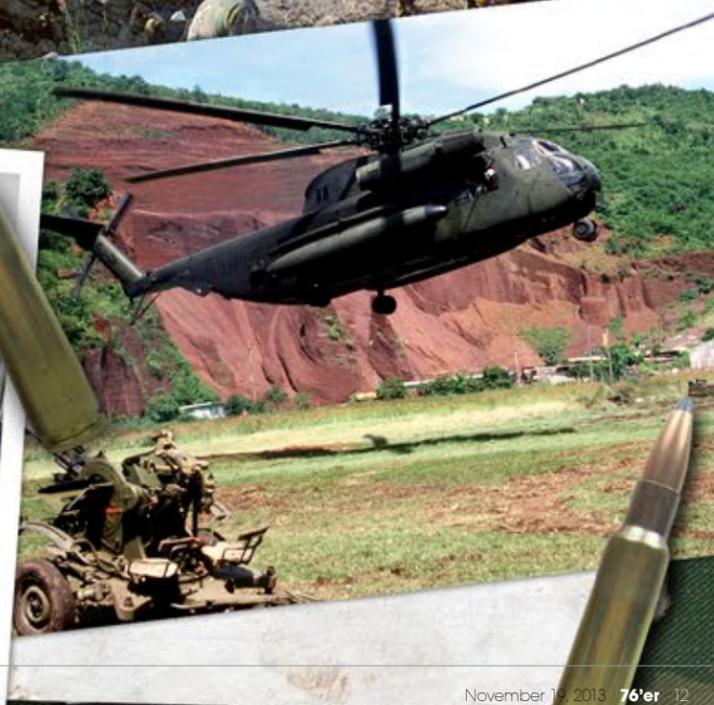
On Friday, October 21, 1983, Reagan gave the order for an invasion of Grenada. While including forces from eight Caribbean nations, including Jamaica and Barbados, "Operation Urgent Fury" was largely a U.S. military operation, comprised of more than 7,000 U.S. troops.

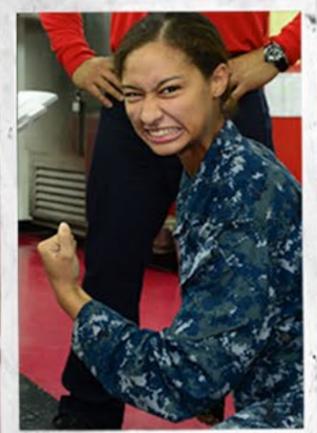
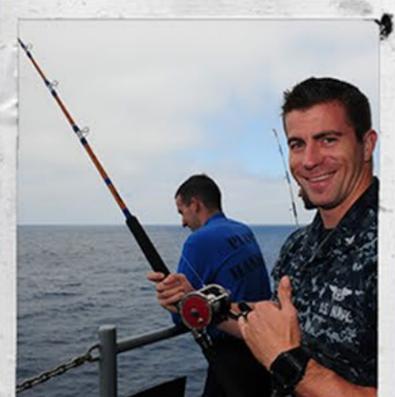
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The invading force met light resistance, including a small cadre of Cuban soldiers and laborers building the controversial airstrip. The administration's concerns over the airstrip were proven valid, as U.S. forces uncovered a cache of weapons on the island that could arm a 10,000-man army. They found automatic rifles, machine guns, rocket launchers, antiaircraft guns, howitzers, cannons, armored vehicles and coastal patrol boats.

"Everything is going well in Grenada," Reagan wrote in his diary. "We discovered a Cuban base, barracks, H.Q. and a warehouse full of weapons. They (Cubans) were really going to move in and take over."

Out of 800 Cubans, 25 were killed and 59 were wounded, and the rest were returned to Havana upon surrender. U.S. forces sustained 19 casualties, including eight U.S. Army Rangers and four U.S. Navy SEALs. Operation Urgent Fury was the largest U.S. military operation since the Vietnam War and was an overwhelming success. By the end of the following year, Grenada held the nation's first successful democratic elections.





Fighting Spirit

THE UNSINKABLE USS NEVADA

Story by MC3 Dave Frederick

On July 31, 1948, USS Nevada (BB 36) waited calmly in the water off the coast of Hawaii. Rendered a sitting duck and used for target practice, several American ships could not sink her. She was finally given a coup de grace by an aerial torpedo that struck amidships, sending Nevada to her final resting place.

Launched in 1914, the Nevada was considered revolutionary for her time. Her new features set standards for every subsequent U.S. battleship built. The leap forward in technology included triple gun turrets, oil instead of coal for fuel, geared steam turbine engines for greater range while using less energy consumption and finally heavy armor plating.

During World War I, Nevada was sent to Berehaven, Ireland, where she became part of Battleship Division 6 along with the USS Utah (BB 31) and her sister ship USS Oklahoma (BB 37). Her primary duties were to provide support against the German surface ships while escorting the large convoys headed to Britain. Nevada was the last American ship to join the Atlantic Fleet overseas during the war.

Following World War I, Nevada was sent for modernization upgrades to Norfolk Naval Shipyards. She was retro-fitted with many modern features such as tripod masts, more efficient steam engines, anti-torpedo bulges and her powerful main guns' elevation were increased to 30 degrees which raised the effective range from 23,000 yards to 34,000 yards. Once the overhaul was complete she was sent to Pearl Harbor where she officially joined the Pacific Fleet.

On the morning of December 7, 1941, the band began playing "Morning Colors" on the teak deck of the Nevada. As the flag started to rise to the choreographed melody, Japanese dive bombers appeared on the horizon. The attack on Pearl Harbor had commenced.

At 0810, Nevada was struck on her port side by a torpedo between the two forward gun turrets. She received damage to her armor plating, which began to open at the seams. Flooding began quickly as the water poured in. As she started to list five degrees to port, the order was given to begin counter flooding measures which resulted in a near zero list.

"My battle station was below gun turret two. We were hit by a torpedo and started taking on water," said Woodrow "Woody" Wilson Derby, Nevada crewmember and Pearl Harbor survivor. "So there I was, in the magazine a few decks below the gun turret, wondering if we were going to make it."

By sheer fate, the Nevada had both boilers lit and warmed up prior to the attack. As her guns began to fire, the engineers quickly started raising steam and by 0840, Nevada was underway on her own power.

"We had to get the ship underway," said Ted King, Nevada crewmember and Pearl Harbor survivor. "The Nevada was the only ship moving in the harbor during the attack."

As the screws thumped and churned at full speed, the second wave of dive bombers appeared in the skies. Nevada became the primary target for the Japanese planes as she desperately tried to leave the harbor.

At roughly 0950, Nevada was struck by five bombs. Within minutes her forecabin was severely damaged and a massive fire was ablaze.

"You couldn't visualize the damage that was done. The water was covered with oil, and it was burning," said Nevada crewmember Howard Philip Fyke. "There were men trying to swim to safety who got caught in the fires and didn't make it ashore."

When the initial bomb and torpedo damage became evident, Nevada was directed to change course to avoid being sunk and possibly blocking the channel. Still afloat, and taking a beating, Nevada proceeded to run aground off Hospital Point.

"The officers decided to ground the ship on the beach because they didn't want it to sink in the middle of the harbor," said King. "The Nevada was grounded; it was never sunk."

After the attack, Nevada was sent to Puget Sound Navy Yard for repairs and overhaul. Once the modifications were complete, she left Washington and sailed to Alaska for the Battle of Attu. After the battle she received the call to sail to Norfolk where she was reabsorbed into the Atlantic Fleet.

"They fixed her up in the yards after Pearl Harbor and we went back to war," said Derby.

While serving in the Atlantic she was assigned to Troop Convoy 2 (UT-2) and became the flagship of Rear Admiral Carleton F. Bryant. Her foremost role was to guard against German ships that posed a grave threat to UT-2, specifically the transport ships.

After many trips across the Atlantic, Nevada was then sent to the United Kingdom in preparation for the Normandy Invasion. During the raid she provided support to land forces by bombarding several key shore defenses with incredible accuracy.

After D-Day, Nevada and the allies headed to the Mediterranean for their next mission, codenamed "Operation Dragoon." During the battle, Nevada fired 354 shells at "Big Willie," a heavy reinforced fortress with two twin turrets housing four 340 mm guns. After several days of battle, the Nevada finally caused the most damaging blow to the stronghold and the fort eventually crumbled.

The Nevada then sailed to New York to have her 356 mm guns from turret one replaced with the MK-8's taken from the Arizona. In addition to her new guns, all barrels were relined and bored to strict specifications.

From New York, Nevada sailed back to the Pacific theater and joined the "Fire Support Force" of Task Force 54 (TF 54). She participated in the pre-invasion bombardment of Okinawa which targeted Japanese airfields, troop concentrations and supply depots.

Nevada once again returned to Pearl Harbor where she was then surveyed and deemed too old to be kept in the post-war fleet. She was given the order to sail to Bikini Atoll and assigned the role as a target ship for the Bikini Atomic Experiment.

The purpose of the highly publicized event was to examine the effects a nuclear weapon has on a warship. Codenamed "Operation Crossroads," the experiment consisted of two atomic tests. Nevada was selected as ground zero for the first series, nicknamed "Able." She was painted a reddish-orange color to help assist the bombardier's aim. As the air-dropped bomb fell from the sky it detonated off target.

"It was like a big roll of thunder. It took a few moments for that mushroom cloud to begin rising. Boy, oh boy, oh boy, that was a sight to behold," said Dave Larson, USS Independence (CVL 22) crewmember and Operation Crossroads eyewitness. "It probably is the most memorable thing that ever happened in my lifetime."

Still floating, the Nevada was left anchored and underwent the second test. "Baker," as the test was called, was detonated 90 feet underwater. Again, the ship that would not die, was still floating proud in her place.

"That was the most spectacular. It blew a column of water in the air. It had to be a half-mile wide or maybe more," said Larson. "The battleship USS Arkansas (BB 33) was on its end in the air. It's something I'll never forget."

After the experiment, Nevada was towed back to Pearl Harbor, and on August 29, 1946, she was decommissioned from service. Less than two years later, in July 1948, she was moved into deep water off the coast of Hawaii and scheduled for target practice.

During several days of heavy bombardment from USS Iowa (BB 61) and two other vessels, the unsinkable Nevada proved reluctant to go

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down. Finally, the decision was made and the order given to stop all firing. In the end, she was struck by one aerial torpedo that sent her to the depths of her final resting place.

"My old ship is gone," said Derby. "We all serve in the Navy for similar reasons. I was proud to serve my country because I was motivated by values that included more than earning a living. I was motivated by honor, patriotism, integrity, and following the attack on Pearl Harbor, a fighting spirit."



Woodrow W. Derby, Nevada crewmember and Pearl Harbor survivor, visits USS Ronald Reagan (CVN-76) August 22, 2013.



SHOUTOUT TO MWR

Thanks MWR! From pie-eating contests, dance competitions, bingo, movie nights, the battle of the bosses sumo competition and the intense work out sessions with Fit Boss, MWR kept us busy! You have made the challenging times underway a little more fun and the amount of time at sea go by a lot faster. From the ship's company and Carrier Air Wing 2; Thank You Fun Boss, Thank You Fit Boss and Thank You MWR!



HOLIDAY PIE-EATING CONTEST. YUM.



HANGAR BAY FIT CLASSES!



"BATTLE OF THE BOSSES" SUMO WRESTLING COMPETITION. YOU, ARE, OUTTA HERE!



SEVERAL BINGO NIGHTS WERE HELD UNDERWAY. YOU FEELIN' LUCKY?



MOVIE NIGHTS. GET YOUR POPCORN READY!



DANCE CONTEST. BUST A MOVE!



THE SHIP'S NEW AFLD AT WORKOUT, REAGAN FIT, BRINGS THE SWEAT. GET SOME!



21 NOVEMBER 2013

ONE DAY STARTS TODAY!

How many times have you started a sentence with "One day...?" "One day I'll go back to school." "One day I'll take that vacation." "One day I'll run a marathon." Or how about, "One day I'll quit smoking." It's time to turn that one day into TODAY!

Join **Quit Tobacco - Make Everyone Proud** for the **Great American Smokeout** on **Thursday, Nov. 21** and make it THE day you don't use tobacco. Become one of the millions of smokers nationwide who put down their lighters and smokes to be tobacco-free for 24-hours.

If you're thinking about quitting tobacco, but still not sure you're ready to take on that non-smoker title, GASO is the perfect time to see what it's like to not smoke for one day. You survived basic training, right? You can definitely go 24-hours without tobacco! But being prepared will make Nov. 21 a lot easier. Sign up today for SmokefreeMIL, a free 24/7 text messaging program that provides quit support right to your phone. Also, check out the timeline below on ways to gear up for GASO:

Monday, Nov. 18: If you're feeling a little nervous at the thought of being smoke-free in three days, it's okay! Understanding why you're so dependent on cigarettes to get through the day is a big part of wanting to start quitting. Spend a few minutes looking at our fact sheets about nicotine and the impact it has on your body. You might want to consider using a nicotine patch or gum to lessen your nicotine withdrawal and reduce your urge to smoke.

Tuesday, Nov 19: Tell your family and friends you're going to participate in this year's GASO, and watch how excited they get. You thought they were proud when you joined the service? Find out how proud they are when they know you're trying to quit tobacco. You can also log onto Facebook and Twitter and let your social media family know. Watch how many 'likes' you get in just one day.

Wednesday, Nov. 20: Start to notice how often and when you smoke a cigarette during one day. Do you smoke when you wake up, after a meal, while you're driving or during work? These are common smoking triggers, and it's when you'll be the most tempted to smoke during GASO. If you smoke in the morning - put out running clothes and go for a jog as soon as you wake up. If you smoke after a meal - brush your teeth right after eating. If you smoke while driving - crank up your favorite music and use your lips for singing, not smoking. If you smoke at work - bring healthy snacks like grapes and carrots to eat throughout the day.

Thursday, Nov. 21: Today is the one day you've been building towards! You got this, just 24-hours without smoking. Remember the reason you're having a craving is because you're suffering from nicotine withdrawal, a substance that changes your brain the same way as heroine, and it will pass in 3-5 minutes. Think of your family and friends who are rooting for you to make it through the day without lighting up, and stay smoke-free by avoiding your normal triggers.

Friday, Nov. 22: Even if you use tobacco again, you're one day closer to being smoke-free.

When you are ready to quit, Quit Tobacco - Make Everyone Proud is here for you. Visit UCanQuit2.org to chat with trained smoking cessation coaches, develop your own quit plan and learn all you need to know to make one day tobacco-free last forever.

To access any of the campaign resources or order free materials, visit www.ucanquit2.org.



QUIT TOBACCO.
make everyone proud



THANKSGIVING MEAL

Thanksgiving Dinner will be served to Ronald Reagan Sailors and Family Members on the Aft Mess Decks from 1430-1700.

Meal Rates

Officers - \$6.45
E1-E4 Dependents and Guests \$6.45
E5 & Above Dependents and Guests \$7.60
Officer Dependents and Guests \$7.60

UPCOMING EVENTS

USS Ronald Reagan Holiday Party
Sunday, December 1st, 2013. 5:30 p.m. - 9:30 p.m.
Hotel Del Coronado
Semi-Formal, Masquerade Ball Theme.

There will be hotel rooms available as a discounted rate of \$189 the night of the party.

Duty Section holiday party tickets will be \$10 to have a chance at great prizes. It will be held on the Aft Mess decks at 1900.

HONOR AMONG US THE NATIVE AMERICAN WAY

CELEBRATING NATIVE AMERICAN HERITAGE

Story by MC3 Timothy Schumaker

Throughout the formation and history of the United States, Native Americans have played a significant role in the development of our culture. To pay homage to their ongoing legacy in America's history, the Navy celebrates Native American Heritage Month every year during the month of November.

The purpose of the observance is to increase awareness and understanding of the diversity that lies within the Native American heritage and culture.

Today more than 12,000 Sailors and 1,500 civilians of Native American and Alaska Native heritage serve in the U.S. Navy, some of whom serve here among us aboard USS Ronald Reagan.

Intelligence Specialist 3rd Class Dan Posey II has Cherokee blood. A large portion of his youth was spent on a reservation in Northern Georgia, where he learned the 'old ways' of his people; things like hunting, fishing, archery, basket weaving and horse riding. His experiences have served well in his naval career.

"One of the main rules growing up was not to waste anything," said Posey. "If you kill an animal, you're expected to somehow utilize every piece of it, otherwise it's considered disrespectful to its spirit. We would do it out of necessity for food or for clothing. We wouldn't kill an animal for sport, or because we wanted to. It was a great lesson to learn as a kid, not to take anything for granted."

Posey said he appreciates the fact that the Navy pays homage to his heritage.

"Recognizing Native American heritage is important," he said. "It's a focal point of our past, especially when you look at

the start of the Americas and some of the things that are still kind of taboo to this day."

The Trail of Tears, for example, was the forced relocation and movement of Native Americans following the Indian Removal Act of 1830. Posey expressed that this, among other historical injustices, tend to be overlooked in our society.

Senior Chief Electronics Technician Marvin Campbell also has a deep Native American heritage. He was raised on a reservation on Squaxin Island, Washington until the age of 19, when he enlisted. He echoes similar sentiment on society's seemingly selective memory on Native Americans' treatment.

"There are a lot of things that happened that were terrible, and we should recognize that," said Campbell. "Thankfully, our country has culminated into a great thing."

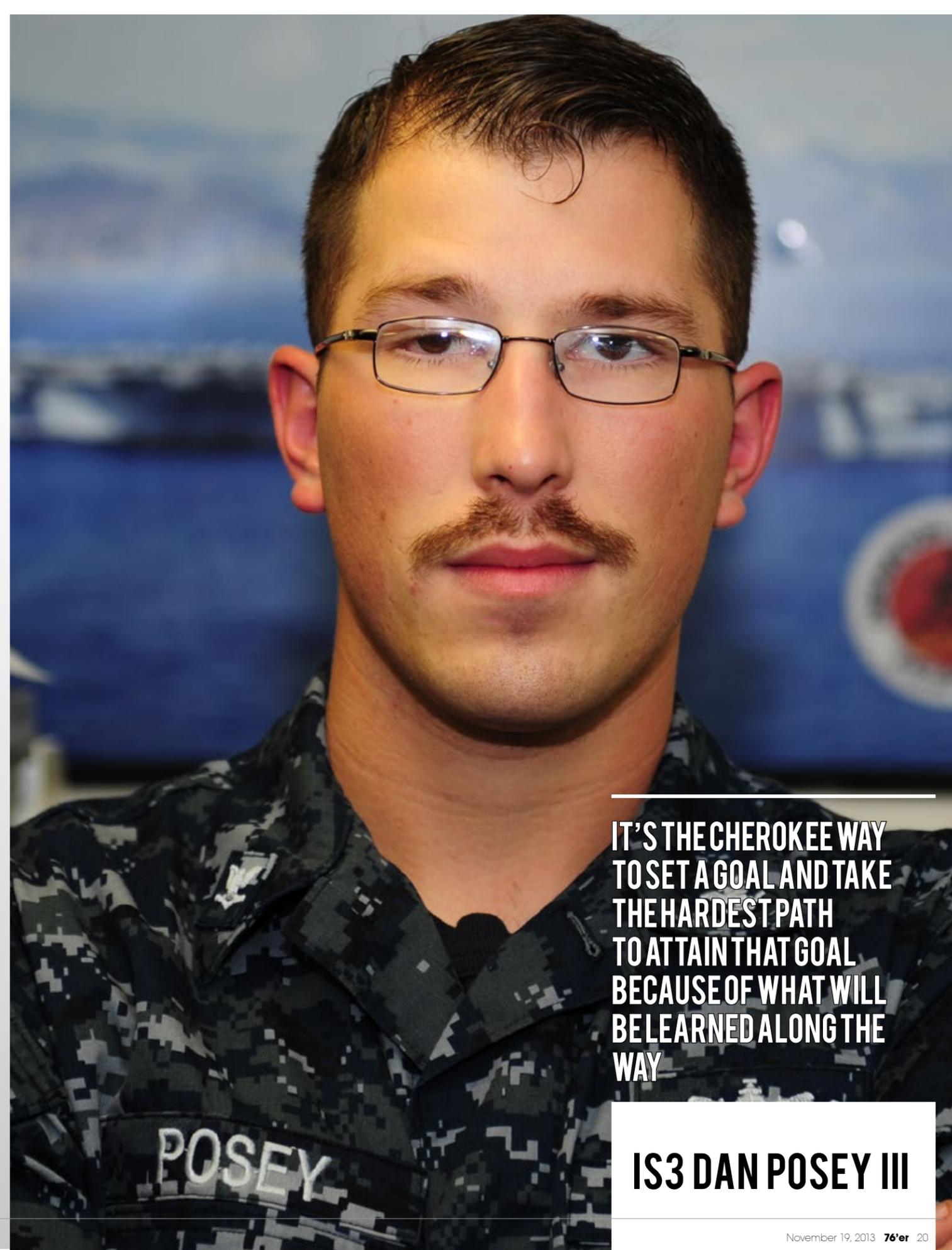
The idea of Native Americans in the military is far from a new concept, despite the fact that they did not legally become citizens until 1924. Their legacy of military service dates back to the American Revolutionary War when George Washington began enlisting them for the Army, Navy and Marine Corps. Years later, during World War II, members of the Navajo nation were famously utilized as code talkers, due their complex and indecipherable language.

In the twentieth century, three Sailors of Native American heritage received the Medal of Honor, the United States' highest military honor, including Boatswain's Mate First Class James E. Williams, a Cherokee from South Carolina. As one of the Navy's most highly decorated veterans, he was awarded the Medal of Honor for actions while serving as Boat Captain and Patrols Officer aboard a river patrol boat during the Vietnam War. In 2004, the United States Navy honored him by naming one of the guided missile destroyers after him, USS James E. Williams (DDG 95).

The sacrifices of Native Americans are sewn into the fabric of our nation. They are a strong and prideful people and have contributed their fighting spirit and warrior ethos to help U.S. military forces defend our freedoms both past and present.

The long road to present day hasn't been easy for Native Americans, and Sailors like Posey and Campbell embody the same resiliency of the people that came before them who maintained their own Honor, Courage and Commitment.

"It's the Cherokee way to set a goal and take the hardest path to attain that goal because of what will be learned along the way," Posey said. "It's probably what I've taken the most from my heritage into the Navy; I prefer taking the hard road. I don't believe that anything you get easily will be worthwhile. Anything that you've ever sweat or bled for is going to be worth it in the long road."



**IT'S THE CHEROKEE WAY
TO SET A GOAL AND TAKE
THE HARDEST PATH
TO ATTAIN THAT GOAL
BECAUSE OF WHAT WILL
BE LEARNED ALONG THE
WAY**

IS3 DAN POSEY III

SAFETY PROFESSOR'S TIPS OF THE MONTH

Happy Holidays fellow Shipmates,

It's that time of year again when we celebrate the Holidays, travel, visit family and friends, and take time off away from the ship. With that in mind it is crucial that we take a step back, use situational awareness and practice off duty ORM. The following are some holiday safety tips to consider:

- 1.) **Travel:** Utilize TRIPS (Travel risk planning system) on NKO. There is a wealth of information of items you may have not considered including your travel route and road conditions link.
- 2.) **Tire chains:** Some states require tire chains if traveling in icy/snowy road conditions (Northern California).
- 3.) **Home safety:** Make sure all your smoke detectors are functioning properly. California law requires smoke detectors installed in every residence. Including rental units.
- 4.) **Cooking safety:** Don't leave boiling, frying or broiling food unattended. Put a lid on a grease fire to smother it, and then turn off the heat. Never move a burning pan. You can be badly burned or spread the fire. Never throw water or use a fire extinguisher on a grease fire. Water will only spread the fire and the force of the extinguisher can splash flaming grease out of the pan.

Remember always ask yourself "what could go wrong?"



DID YOU KNOW?

\$1.58 is the average cost per pound of a whole frozen turkey.

16.4 pounds is the amount of turkey consumed by the typical American each year -- most of that during Thanksgiving time.

3 is the number of places nationwide named after the holiday's tasty gobbler. Turkey Texas, is the most populous, with 496 residents; Followed by Turkey Creek, La., (357); and Turkey, N.C., (267). There are also 16 townships around the country named "Turkey," three of them in Kansas.

250 million is the estimated number of turkeys raised in the United States in 2012, up a couple of percentage points from 2011. The turkeys produced in 2012 weighed 5.9 billion pounds altogether and were valued at \$4.9 billion.

46.5 million is the estimated number of turkeys Minnesota raised in 2011. The Gopher State is tops in turkey production. It is followed by Arkansas (30), North Carolina (30), Missouri (18), Virginia (17.5), and Indiana (16).

700 million pounds was the forecast for U.S. cranberry production in 2012, with Wisconsin leading all states with 400 million, followed by Massachusetts (200), New Jersey (54), and Washington State (1.4).

8 is the number of places and townships in the U.S. that are named "Cranberry" or some variation of the name.

14 million is the total number of Americans who were too daunted to prepare Thanksgiving dinner, and who planned to visit a local restaurant for the holiday in 2012. An additional 16 million ordered out for at least part of their Thanksgiving feast.



The Hunger Games: Catching Fire

Katniss Everdeen and Peeta Mellark become targets of the Capitol after their victory in the 74th Hunger Games sparks a rebellion in the Districts of Panem.

The Buzz: The Hunger Games was the most satisfying franchise-starter in some time; a true measure of its success were the positive reactions from people who had yet to read the novels before seeing the movie. We love that the sequel was filmed in Hawaii, an ideal setting for the beautiful harshness of the Quarter Quell. Cast and crew wise, we're less concerned about any choices made by director Francis Lawrence and more worried about Sam Claflin as the knot-tying/Katniss-wooing Finnick Odair, because he displayed an innate talent for making time stand still in Pirates of the Caribbean: On Stranger Tides and Snow White and the Huntsman.

Delivery Man

An affable underachiever finds out he's fathered 533 children through anonymous donations to a fertility clinic 20 years ago. Now he must decide whether or not to come forward when 142 of them file a lawsuit to reveal his identity.

The Buzz: DreamWorks has imported director Ken Scott from Canada to remake his comedy Starbuck (he also wrote The Grand Seduction, the upcoming movie from Scott Pilgrim's Don McKellar). We have our eye on Irish actor Jack Reynor; he's received insider attention for the film What Richard Did and reportedly will share much of the screen time with Vaughn. Also, isn't the title of this movie sorta gross?



Out of the Furnace

When Rodney Baze mysteriously disappears and law enforcement fails to follow through, his older brother, Russell, takes matters into his own hands to find justice.

The Buzz: It's a good time to be Scott Cooper. The Crazy Heart filmmaker seems to have a career in front of him that'll enable him to write and direct his own projects at his own speed, and attract top-tier actors whose choices always range from blockbusters to artier fare. Such a seemingly dark thriller as Furnace will always attract media/online attention, though we're curious to see how this one translates in terms of box-office performance.

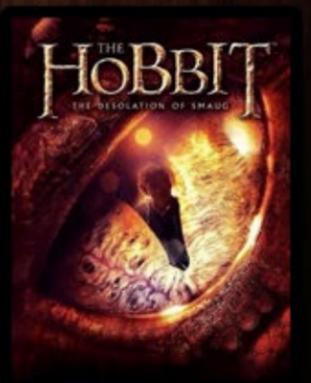


Director: Peter Jackson
Stars: Martin Freeman, Ian McKellen, Richard Armitage, Benedict Cumberbatch
Genre: Adventure, Drama, Fantasy
Length: 130min
Release: December 13th

The Hobbit: The Desolation of Smaug

The Dwarves, Bilbo and Gandalf have successfully escaped the Misty Mountains, and Bilbo has gained the One Ring. They all continue their journey to get their gold back from the Dragon, Smaug.

The Buzz: The best ways in which to sum up my enthusiasm for the second installment of Peter Jackson's prequel trilogy are: I can't wait for Benedict Cumberbatch as the voice of Smaug ... and ... and ... and I'll be one step closer to taking in the brutal splendor of the Battle of Fives Armies in The Hobbit: There and Back Again.



Director: Francis Lawrence
Stars: Jennifer Lawrence, Josh Hutcherson, Liam Hemsworth, Philip Seymour Hoffman
Genre: Action, Adventure, Sci-Fi, Thriller
Length: 146min
Release: November 22nd

Director: Scott Cooper
Stars: Christian Bale, Casey Affleck, Zoe Saldana, Woody Harrelson
Genre: Drama, Thriller
Length: 116min
Release: December 6th

WARRIOR ETHOS

PEACE THROUGH STRENGTH
CVN 76



“There are two primary choices in life: to accept conditions as they exist, or accept the responsibility for changing them”

DENIS WAITLEY
AUTHOR AND U.S. NAVAL ACADEMY GRADUATE



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