

USS RONALD REAGAN

AUGUST 2016

# SEVENTY SEVEN

REAGAN SAILOR'S  
DUET WITH DEATH

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SOCIAL GROUPS  
BUILD NEW LEADERS

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THE SMALL SHOP  
REPAIRING RONALD REAGAN

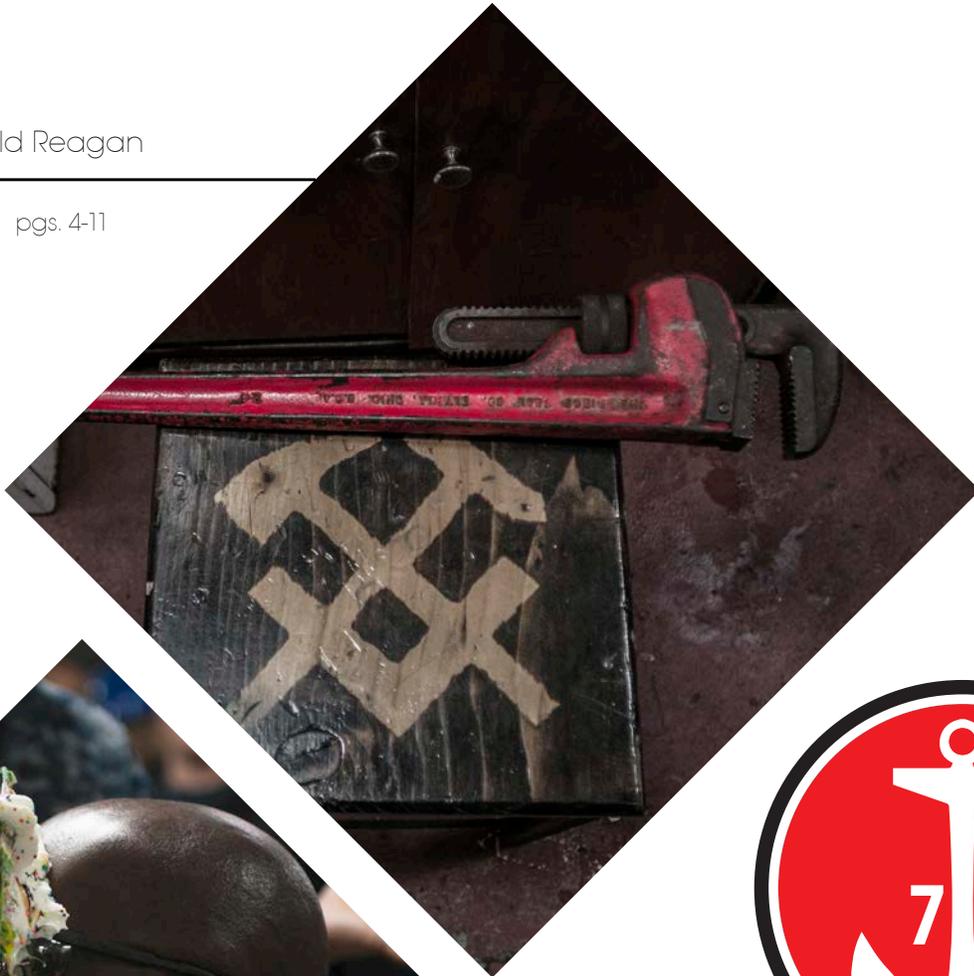
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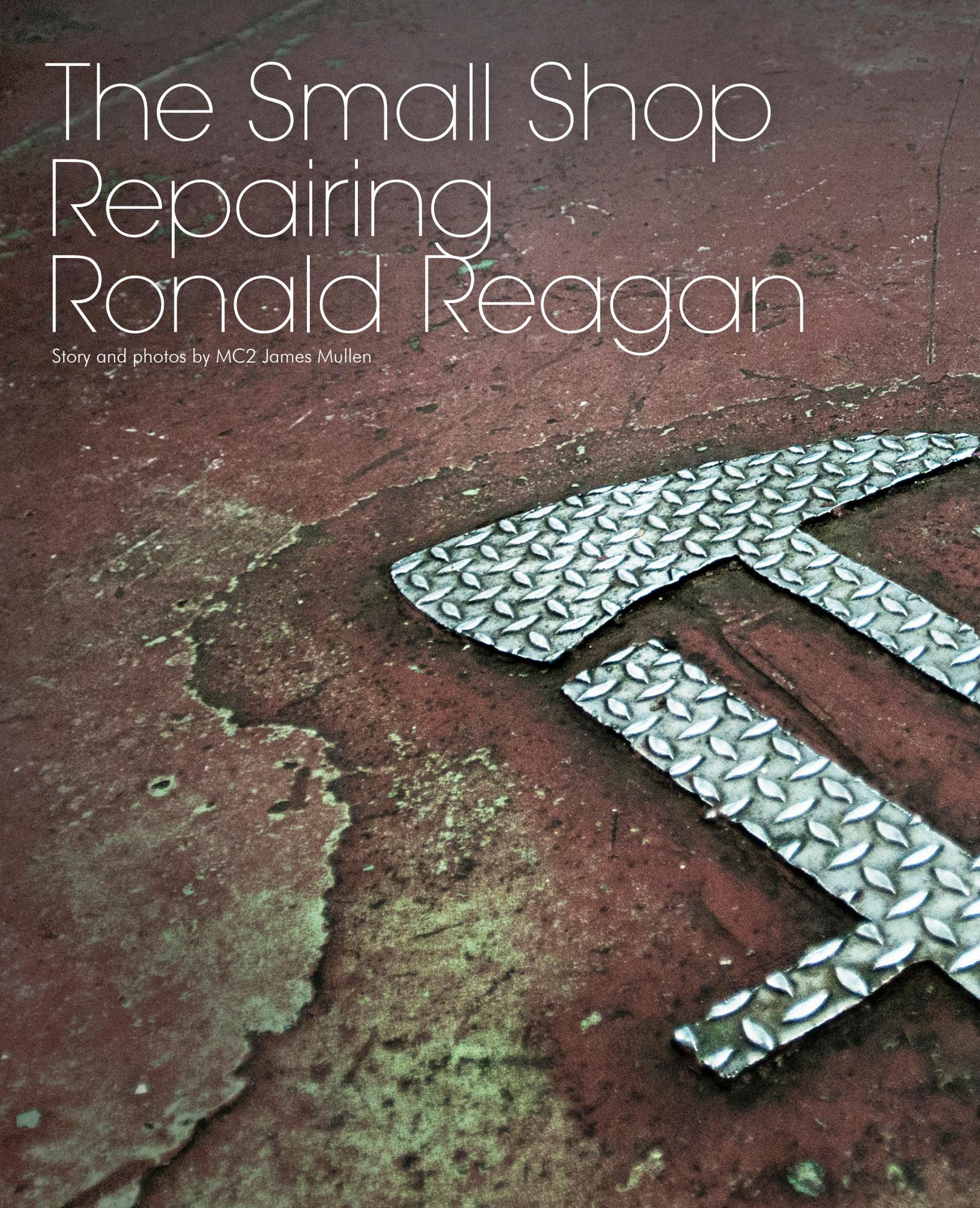
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# The Small Shop Repairing Ronald Reagan

Story and photos by MC2 James Mullen





The Hull Maintenance Technician (HT) rating symbol decorates the floor of Ronald Reagan's ER03 work center, otherwise known as the pipe shop.



Hull Maintenance Technician 2nd Class Idrisa Diaby creates a spark using a flint spark torch igniter.

Uniform drenched in sweat, hands covered in grease, legs tired from the 14 hours of work that has finally come to an end. You step into the nearest head to wash your hands. Turn the water temperature down just a little to cool your face. Find the nearest scuttlebutt to fill up your water bottle before ending the night with a much-earned shower. After a long workday in the hot and humid surroundings, using these sinks, scuttlebutts and showers is common among Sailors. There is a small team on board USS Ronald Reagan (CVN 76) that holds responsibility for maintaining every one of these systems.

Ronald Reagan's pipe shop (ER03), part of engineering department's repair division, is responsible for the repair and preservation of the ship's expansive piping system.

"Pipe shop takes care of the inhabitability of the ship," said Hull Maintenance Technician 2nd Class Idrisa Diaby, leading petty officer of ER03, from Savannah, Georgia. "The scuttlebutts, faucets, showers, deck drains, commodes, all of the drains around the ship, my work center is in charge. Any discrepancies with the drains, we fix it or lead the divisions to take the correct actions to fix it."

While Reagan is underway with the embarked air wing, upward of 5,000 people live on the ship. Sailors use toilets, sinks, water fountains and showers multiple times in a day. The high usage creates stress and defects on some of the systems, so a trouble call must be submitted to correct it.

"We take care of trouble calls submitted through DC (Damage Control) Central and jobs requests submitted through

OMMS (Organizational Maintenance Management System-Next Generation)," said Diaby. "Any trouble call that directly affects inhabitability, such as several clogged drains in showers or several clogged commodes in one head, we attend to it immediately, even if we have to wake up in the middle of the night to get the job done."

Pipe shop has seven workers who take care of every trouble call pertaining to piping systems and drains around the ship. The work center completes nearly 15 trouble calls per day, but with Board of Inspection and Survey (INSURV) approaching in August, more jobs need correcting. INSURV is an inspection of the ship's material condition conducted every five years.

"In the mornings there will be a stack of trouble calls, and we will be handed



Diaby, from Savannah, Georgia uses an oxygen-acetylene torch to braze a one-inch copper-nickel pipe to fabricate a scuttlebutt drain.

around six each,” said Hull Maintenance Technician Fireman Jose Rodriguez, a pipe shop worker from San Francisco. “We try to do them as fast as possible to minimize the number of hits. Some jobs can take a while to do, but we keep working until they all get complete.”

When working with pipes and valves that transport waste from the ship’s toilets, the job isn’t always pretty. According to Rodriguez, it can get quite messy.

“I was in pipe shop on another ship and there was a clog in a head and it had been clogged for a week,” said Rodriguez. “No one could unclog it; we tried to snake it and everything. Since that didn’t work, we thought that it may be clogged further

down the pipe, so we traced the pipe to the nearby berthing and opened the valve. So much waste from the toilets came out. We had to clean it up of course, but it was crazy.”

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**“It’s not about us; it’s about helping out USS Ronald Reagan.”**

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One technique the hull maintenance technicians of pipe shop use is known as brazing, where the team solders with an alloy of copper and zinc at a high temperature to form, fix, or join metals. This technique helps fabricate a piece of metal used to patch a leaking pipe. For Diaby, the brazing technique came in handy while completing one of his previous jobs.

“A while ago one of our steam pipes had a leak, and I repaired that pipe,” said Diaby. “I was supposed to go out on liberty that

day, but I ended up staying here all night to get that job done. The brazing and welding that I used was key to help keep the ship operational.”

The systems that pipe shop repairs are vital components to the habitability and proper functioning of the ship. With a small crew taking care of every drainage pipe and system throughout the ship, days often prove challenging. Through proper knowledge and training, the members of pipe shop maintains the many sinks, showers, scuttlebutts, drains and toilets every Sailor uses.

“Through our work, we greatly decrease the discrepancies that could be found during INSURV,” said Diaby. “Overall, repair division is responsible for keeping the material readiness of the ship up. We all play a role in that. It’s not about us; it’s about helping out USS Ronald Reagan.”



HTFN Aaron Walker, from Douglas, Georgia poses with an oxygen acetylene torch.



Pipe wrenches stowed on the wall of the pipe shop.



Diaby poses for a portrait in front of oxygen and acetylene tanks.





The Sailors of ER03 pose for a photo in Ronald Reagan's pipe shop.



# Social Groups Build New Leaders

Story by MC3 Christopher Gordon



Members of the Gay, Lesbian and Supporting Sailors (G.L.A.S.S.) association cut a cake during a pride month observance ceremony on the aft mess decks. Ronald Reagan's G.L.A.S.S. association has approximately 50 active members who attend events and community relation's projects. (Photo by MCSN Jamaal Liddell)

Like most towns, USS Ronald Reagan (CVN 76) has a barbershop with a swirling red and white striped barber pole where Sailors go get their standard

they need to learn from the leaders that they have.”

Ronald Reagan offers the 3&2 Association, which includes both third

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# “Your network is everything. It’s a big ship”

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military haircuts. The ship even has two stores with shelves stocked full of items ranging from necessities like uniform items and shaving cream to the latest in gaming consoles and candy bars. What some people might not realize is, just like a town has social groups like the Freemasons, Elks and Moose Lodge, Ronald Reagan has social organizations that keep the Sailors connected as well.

While senior Sailors have groups like the First Class Petty Officer Association, Chief’s Mess and Mustang Association, junior Sailors of similar rank connect with each other in either the Bluejackets Association or the 3&2 Association. There are organizations like the Coalition of Sailors Against Destructive Decisions (CSADD), Diversity Committee and Gay, Lesbian and Supporting Sailors (GLASS) Association where Sailors from all levels are encouraged to get involved.

“The Bluejackets Association is for all E-3 and below,” said Personnel Specialist Seaman Stacey Hadden, Ronald Reagan’s Bluejackets Association public affairs officer, from Orlando, Florida. “Our slogan is ‘Grooming New Leadership.’ We’re just starting at the very beginning doing our best to groom the new leadership and make them realize E-3 is not forever. We try to teach them that to be good leaders

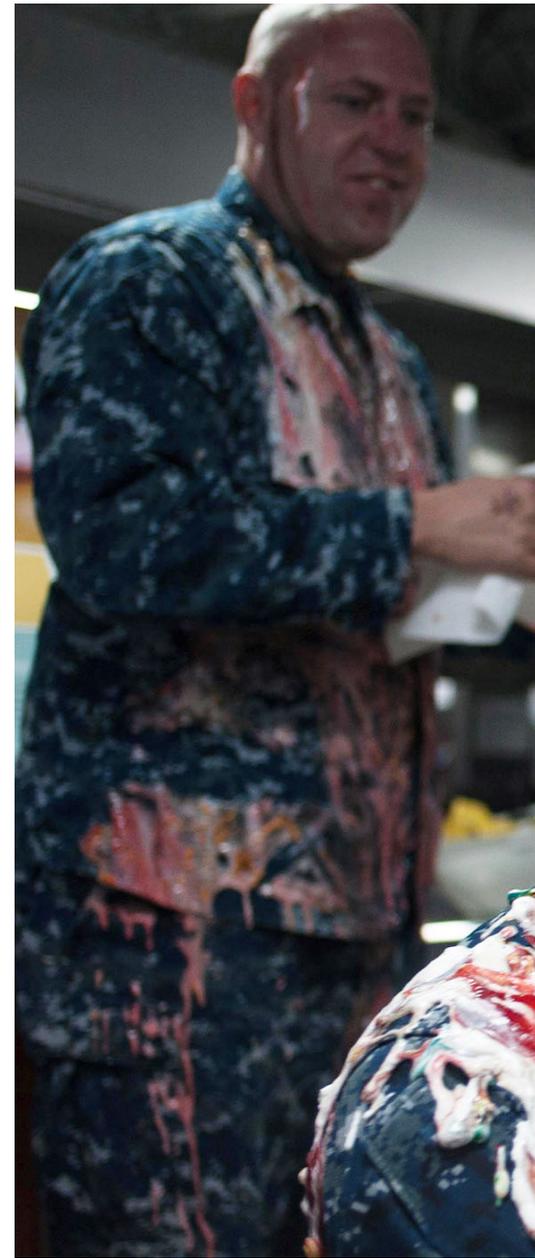
and second class petty officers in one of the largest organizations on board, with 186 paid members.

“Your network is everything,” said Aviation Maintenance Administrationman 2nd Class Kenya Holt, Ronald Reagan’s 3&2 Association president, from San Diego. “It’s a big ship. If you look in the 3&2 inbox at all the emails we send, we network for everything—INSURV parts, different supplies people might need, warfare signatures. Overall, it’s a good network, and it’s a good place to meet people and start your own network.”

For Sailors looking for an organization not based on rank, they can also join organizations like CSADD and GLASS where everyone is welcome.

GLASS is the newest organization aboard Ronald Reagan. All ranks, enlisted and commissioned, are invited and welcomed to meetings and events. GLASS seeks a Navy free of prejudice, bigotry, harassment and violence in an open and nonjudgmental environment with each of its meetings.

“Everyone should go to GLASS meetings, regardless of sexual preference and rank,” said Aviation Ordnanceman 3rd Class Angela Fair, Ronald Reagan’s GLASS treasurer, from Panama City, Florida. “We just want to show people how to deal with things in our world professionally.”



Like GLASS, CSADD is open to all ranks, but focuses on Sailors E-5 and below between ages 18 and 25. According to the CSADD mission statement, coalition Sailors promote positive choices and develop leadership through organizing local social networks, starting discussions on destructive decisions and how to prevent them, volunteering in the local community and hosting recreational events with the other associations.

“We just try to give Sailors different things to do on liberty, so they’re not just stuck on drinking,” said Operations Specialist 3rd Class Jessica



Chief Aviation Ordnanceman Rudoff Liverpool, from Philadelphia, gets a pie to the face as part the “Pie My Chief” event held by G.L.A.S.S. to raise funds for the Shunko Gakuen Orphanage. (Photo by MC3 James Ku)

Kuchenmeister, Ronald Reagan’s vice president of CSADD, from Mankato, Minnesota. “CSADD tries to put out to Sailors, along with the other committees like 3&2, GLASS and Bluejackets, that they have options other than destructive decisions.”

The organizations work hard in port to keep Sailors occupied and out of trouble; they also help Sailors out at sea. On the Fourth of July, the 3&2s, Bluejackets and CSADD worked together to help serve food and ice cream floats to Sailors on the mess decks.

“It’s amazing what you can do when you put your heads together and create

good things,” said Hadden. “We try to build morale, especially underway when Sailors’ jobs can be very tough and unforgiving.”

Membership in Ronald Reagan’s organizations can be as simple as attending meetings, participating in events and paying a membership fee to help fund future events. After paying their dues, Sailors have been added to that organization’s email chain, recognized for their membership on their evaluations for promotion and received coins, shirts and hats.

“I’ve been able to do more for the community, meet new people and expand my knowledge of the ship just by being a part of the organizations since I’ve been on

board,” said Holt. “I had familiar faces walking around the ship when I got lost or when I didn’t know how to do certain things. My organization was there for me. They got me through it.”

Ronald Reagan offers almost everything cities can offer on land. There’s a post office to send off mail to loved ones, a church to worship in and groups of like-minded people spending time together—groups whose main goals are to have fun, to learn from and help one another and to better the lives living in the floating warship of a city that they call home. 🍷



Sailors from the Bluejacket Association and the 3&2 Association pose for a selfie on the aft mess decks. The two organizations wanted to show their support to the crew with a “mess decks take-over.” (Photo by MC3 Devin Kates)



Fire Controlman 1st Class (SW/AW) Frank Ware, from Jacksonville, North Carolina, adjusts audio levels on a turntable on the aft mess decks as he provides music for the 13th anniversary celebration of USS Ronald Reagan's (CVN 76) commissioning. The event was held by Ronald Reagan's 3&2 Association. (Photo by MCSN Jamaal Liddell)

# Freedom Runs on Grape Juice

Story and photos by MC3 Nathan Burke



Airman James Jordet, from Jamestown, California, a flight deck repairman, checks for leaks along a flight deck refueling system as Airman Ashley Peoples, from Long Beach, California, a flight deck crewman, fuels an F/A-18F Super Hornet on the flight deck.



As soon as you begin to make your way through the decks of USS Ronald Reagan, you begin to notice a wide array of differently-sized purple pipes twisting and turning throughout each space. Fed through walls and decks, bending and curving over and around the ship's many systems and passageways is an indispensable circulatory

system—a network of arteries, veins and capillaries carrying JP-5 to the Nimitz-class aircraft carrier's many essential muscles and organs.

"The fuel is constantly moving," said Lt.j.g. William Maloney, Ronald Reagan's aviation fuels maintenance officer, from Chatsworth, California. "Most people, when they see purple pipes, don't realize that there's always fuel running through them. Most importantly, we

try to keep the fuel in the pipes. It's one of our mottos: 'Keep it in the pipes.'"

JP-5 is a military aircraft turbine fuel engineered to have a lower volatility and a higher flash point of 140 degrees Fahrenheit in order to minimize vapor exposure of personnel and reduce the risk of fire in enclosed spaces below decks.

The driving forces behind this essential liquid are Reagan's 'grapes', the 121 purple-clad men and women of Air Department, V-4 division. Six work centers make up V-4: Quality assurance, maintenance, the electricians shop, repair, below decks and flight deck come together to service and manage the ships 3.2 million gallon fuel system and its contents.

The lifecycle of JP-5 aboard USS Ronald Reagan begins with the anticipation of an underway replenishment-at-sea (RAS).

"When we RAS, the sponson operators that make the alignments to take on our fuel are our flight deck repairmen," said Maloney. "They coordinate with Deck Department rig captains to make sure we are operating under procedures and we're

all linking together to make sure it is a fluid process."

The ship has six underway replenishment (UNREP) stations that receive fuel from delivery ships. Each station contains a double-probed fuel sponson, which connect to the delivery ships fuel hoses when alongside.

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“... 900,000 to 1.1 million gallons every replenishment. ... the minute the fuel hits this ship, it's ours.”

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"From the minute the fuel hits this ship, it's ours," said Maloney. "In this AOR (area of responsibility), 7th Fleet, we average anywhere from about 900,000 to 1.1 million gallons every replenishment. The tempo out here and the readiness in which we operate, we turn and burn like no other carrier."

According to Aviation Boatswains Mate (Fuel) 3rd Class Kenyuth Tannis, from Fort Lauderdale, Florida, there are two hoses that connect to the ship. One hose is 3,000 gallons per minute, so if you turn on both hoses, that's 6,000 gallons per minute. So, to start a RAS, you have to have 12 tanks open, because each tank has a fill rate of 500 gallons per minute.

From the UNREP station, the fuel's first stop is the seventh deck.

"This is where the heart of the system is in V-4," said Maloney. "This is where our pumps, our tanks, our console operators, our pump room operators, our filter operators, all come together and they all sync to form one common goal—to bring service to the deck and make sure that we have the best product out there."

Managing these movements are Ronald Reagan's control console operators. Control consoles provide the ability to control and monitor nearly all fuel operations from one location.

"The console operator's job is to maintain the list of the ship, maintain personnel, to watch the tanks and transfer duty, maintain service to the deck and make sure we're purifying and keeping everything up to date," said Tannis.

"Once the fuel comes onto the ship, it comes under the control of a console operator," said Maloney. "Console operators manage the tanks as they are filled. They sequence them to make sure we maintain list and trim while we are alongside. They constantly have to be watching their screens and

monitoring, with contingency plans in place, in case we lose power or whatever the case may be. They are also making sure the watch standers are paying attention, are on station, ready to go and know how to respond and react."

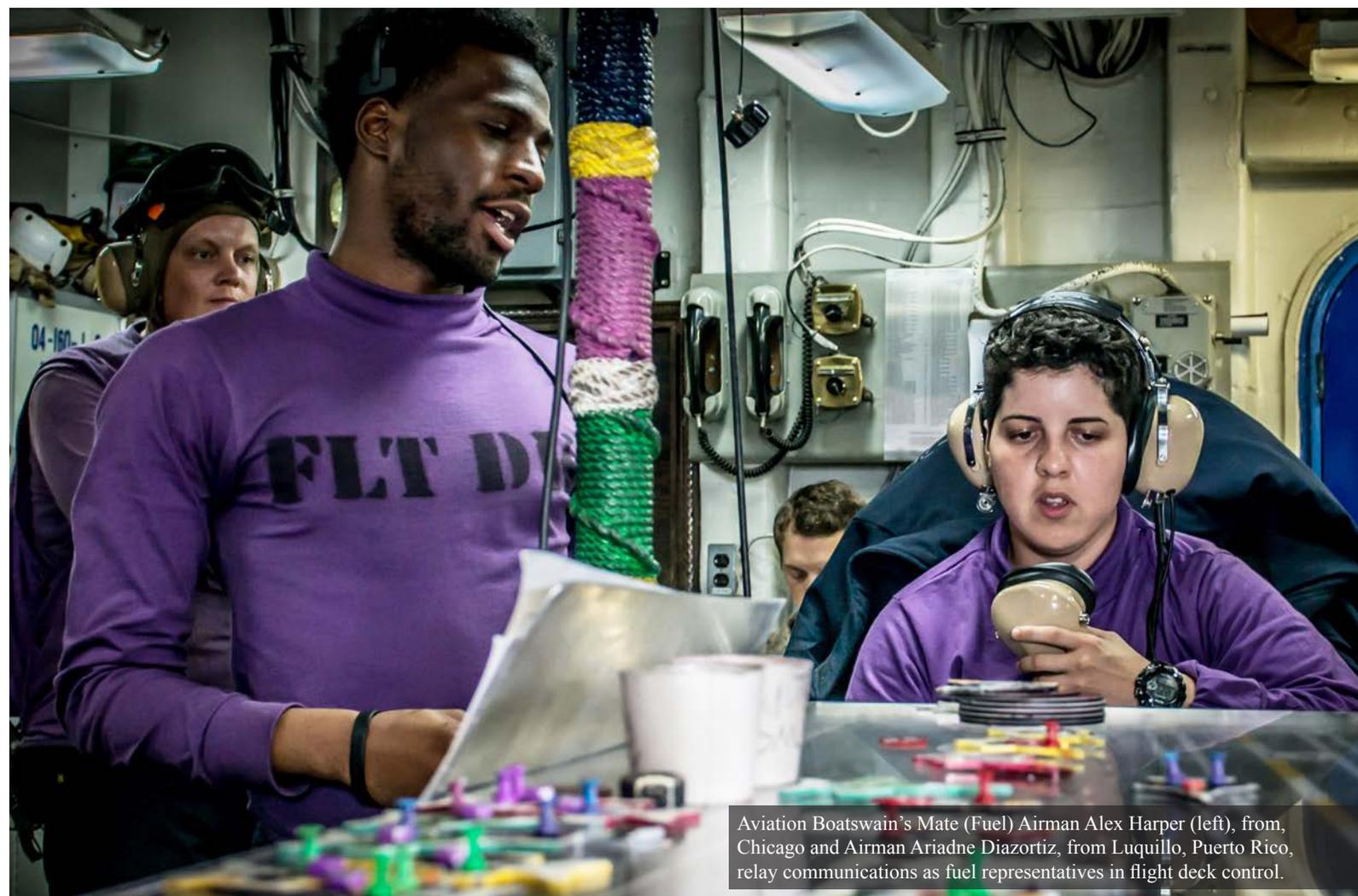
"You have to be awake and vigilant," said Tannis.

According to Maloney, the weight distribution of fuel is imperative not only during replenishments.

"There's a sequence for everything to support the bigger picture of the ships mission," said Maloney. "If we empty one tank on the port side, we have to empty one tank on the starboard side next. We have to do one for one, because if you just do all port, the list control system is going to fail, and the ship is going to be teetering, which affects the pilots and their landings."

After the JP-5 has been sequenced, it is allowed time to settle before it is stripped. It is the stripping pump's purpose to remove the settled water and solids from the bottom of the JP-5 storage tanks.

"We are constantly stripping our JP-5



Aviation Boatswain's Mate (Fuel) Airman Alex Harper (left), from, Chicago and Airman Ariadne Diazortiz, from Luquillo, Puerto Rico, relay communications as fuel representatives in flight deck control.

tanks, purifying fuel, topping off tanks, doing QS (quality surveillance) and just making sure that we are following flight deck operations, we are ready and we are good to go for the next day,” said Senior Chief Aviation Boatswain’s Mate Joel Debelen, V-4 leading chief petty officer, from San Diego.

After the fuel is stripped, it is purified. “V-4 is the blood of the carrier air wing right?” said Debelen. “If they don’t have clean fuel, they can’t fly. If they don’t have clean fuel, they can’t do anything, then we’re just a ship.”

Ronald Reagan has four centrifugal purifiers. Centrifugal force is the force which impels a thing and any or all of its parts outward from a center of rotation.

“They are constant efficiency pumps,

rated at 300 gallons per minute,” said Maloney. Basically, they remove 99% of water and sediment from the JP-5 and deliver it directly into the service tanks ready for aircraft issue.”

The service system contains all pipes, valves and related equipment necessary to deliver clean, clear and bright (CCB) JP-5 from the service tanks to aircraft on the flight deck.

“We have eight service pumps, 1100 gpm, 150 psi. Four forward; four aft,” said Maloney. “The service system is divided into quadrants, so we can service each corner of the ship, but it is also a loop as well.”

Now, if there’s anything common about naval operations, it’s the application of redundancy, ensuring there is no single

point of failure. So next, just in case the stripping pumps and purifiers miss their mark, the last line of defense is the service filter.

“We make sure our fuel is clean before we send it to the flight deck,” said Aviation Boatswain’s Mate (Fuel) Airman Shiann Murphy, from Chesapeake, Virginia. “We have 4 filter rooms, in each filter room we filter fuel through coalescor and separator elements.”

Coalescing causes fine particles of water to form large droplets to fall out of the fuel by gravity. The separator elements then repel whatever smaller water droplets are left.

*(Con’t on pg. 24)*



Aviation Boatswain's Mate (Fuel) 1st Class Joshua Hinck (left), from Springfield, Missouri, communicates with Aviation Boatswain's Mate (Fuel) Airman Zachary Otto, from Brentwood, New York, to prioritize aircraft for fueling.



Aviation Boatswain's Mate (Fuel) 3rd Class Ndipmon Collins, from Silver Spring, Maryland, connect a D-1 Carter underwing fuel nozzle to an E/A-18G Growler.



Aviation Boatswain's Mate (Fuel) Airman Zachary Otto, from Brentwood, New York, drags a J-5 collapsible hose across the flight deck.



Aviation Boatswain's Mate (Fuel) Airman Erwin Bray, from Adairsville, Georgia, mans a JP-5 fueling station.

After the filter operators give the high-quality grape juice their squeeze, it's off to quality assurance.

"Our quality surveillance laboratory (QS) is a product of quality assurance, but it's more of a surveillance," said Maloney. They're monitoring the system while it's under operation and flow 24/7, 365. We

Springfield, Missouri. "Right now we have eight refueling crews. They're the ones out there dragging the hoses, refueling all the aircraft and maintaining and operating our 18 aircraft refueling stations—fifteen on the flight deck, three in the hangar bay—to support embarked aircraft for Carrier Air Wing 5.

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## "We are a group of hard charging, dedicated Sailors giving 110 percent every day."

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test every fuel tank every 24 hours. We flush the entire fuel system every 24 hours. The operations never stop in V-4. We may change shifts, but we never close."

Aside from being tested for purity, "grape juice" is tested for its flash point, for its fuel system icing inhibitor (FSII) and for its water content.

"FSII's main purpose is to help with the fuel, because if there's a little bit of water in the fuel, it won't cause icing if the aircraft were to go high enough," said Aviation Boatswains Mate Airman Julian Barreto, from Montego, St. Johns, West Indies. "It also stops microbiological growth, which if it has that and the fuel is sitting, the tanks will rust, and that will cause blockage in the filters of the aircraft. The last thing we test for is specific gravity (the ratio of the density of a substance to the density of a standard, usually water for a liquid). The pilots' lives are in our hands, because the filters in the aircraft are so small. Plus, the aircraft uses so much fuel so quickly that it wouldn't have time to take the impurities away."

After QS gives the juice a big thumbs up, service is up on the flight deck.

"The flight deck work center is a group of crew leaders and crewmen that conduct refueling operations on the flight deck," said Aviation Boatswain's Mate (Fuel) 1st Class Joshua Hinck, V-4 division flight deck leading petty officer, from

"We also have a fuels representative in flight deck control who works directly with the handler to identify what aircraft needs fuel," said Hinck. "They utilize the sound-powered telephones of the 4JG circuit to communicate with our crew leaders to make sure we are fueling the correct aircraft."

The 4JG is one of many electrical components maintained by V-4's electrician's shop, composed of electrician's mates (EMs) and interior communications electricians (ICs). "Everything on the seventh deck operates electrically," said Maloney. "They (EMs) are our first responders to any type of malfunctioning electronic pump or electric valve. Also, our communication system downstairs is vital to make sure we have constant, clear communications through the system via the 4JG. The (ICs) are responsible for maintaining that circuit and all electrical components of the V-4 system."

Just as V-4's electrician's shop keeps the current flowing, the men and women of maintenance and repair keep Ronald Reagan's grape juice machines running for those thirsty Super Hornets, Growlers, Sea Hawks, Hawkeyes and Greyhounds.

"The repair team is pretty much the best technicians we have on the flight deck," said Maloney. "We have roughly 46 hose reels for refueling operations. So,



if one of those hose reels breaks, the repair technicians come out, and they are on the spot with repairs. It takes them minutes to isolate and make effective repairs, restore the system. Then the quality surveillance piece comes in. They test the system to make sure it's operating within parameters, and boom! It's back online. It's a constant flow, but a lot of things don't happen without that repair team."

"Maintenance — we coordinate all PMS (planned maintenance system) and all corrective maintenance for the fuel system," said Maloney. "If anything needs to be repaired it comes through here."

According to Maloney, aircraft aren't the only thirsty ones aboard Ronald Reagan.

"Anything that has a motor and takes



Aviation Boatswain's Mate (Fuel) Airman Jeremiah Joseph, from Fort Worth, Texas, tests the fuel system icing inhibitor (FSII) composition of a JP-5 sample in the quality surveillance lab.

gasoline, we can refuel it on board this ship,” said Maloney. “So whether it’s refueling tractors, refueling aircraft, refueling incinerators, emergency diesel generators, providing motor gas to EOD (explosive ordinance disposal) for their support equipment or providing the jet testing plants with fuel for them to do their testing, it’s a constant daily operation that we run here. We also have the ability to do small ship refueling. Through station 15, in coordination with Deck Department, we have the ability to send JP-5 to our strike group. We’re it. We are the ones that are going to help get the fuel in their boilers.”

According to Hinck, it takes many grapes to make juice.

“We are a group of hard charging,

dedicated Sailors giving 110 percent every day,” said Hinck. “Planes ain’t going nowhere without fuel. You know catapults are important, handlers are important, but airplanes ain’t going nowhere without fuel so ABFs (aviation boatswain’s mates fuels) are the life blood of the flight deck.”

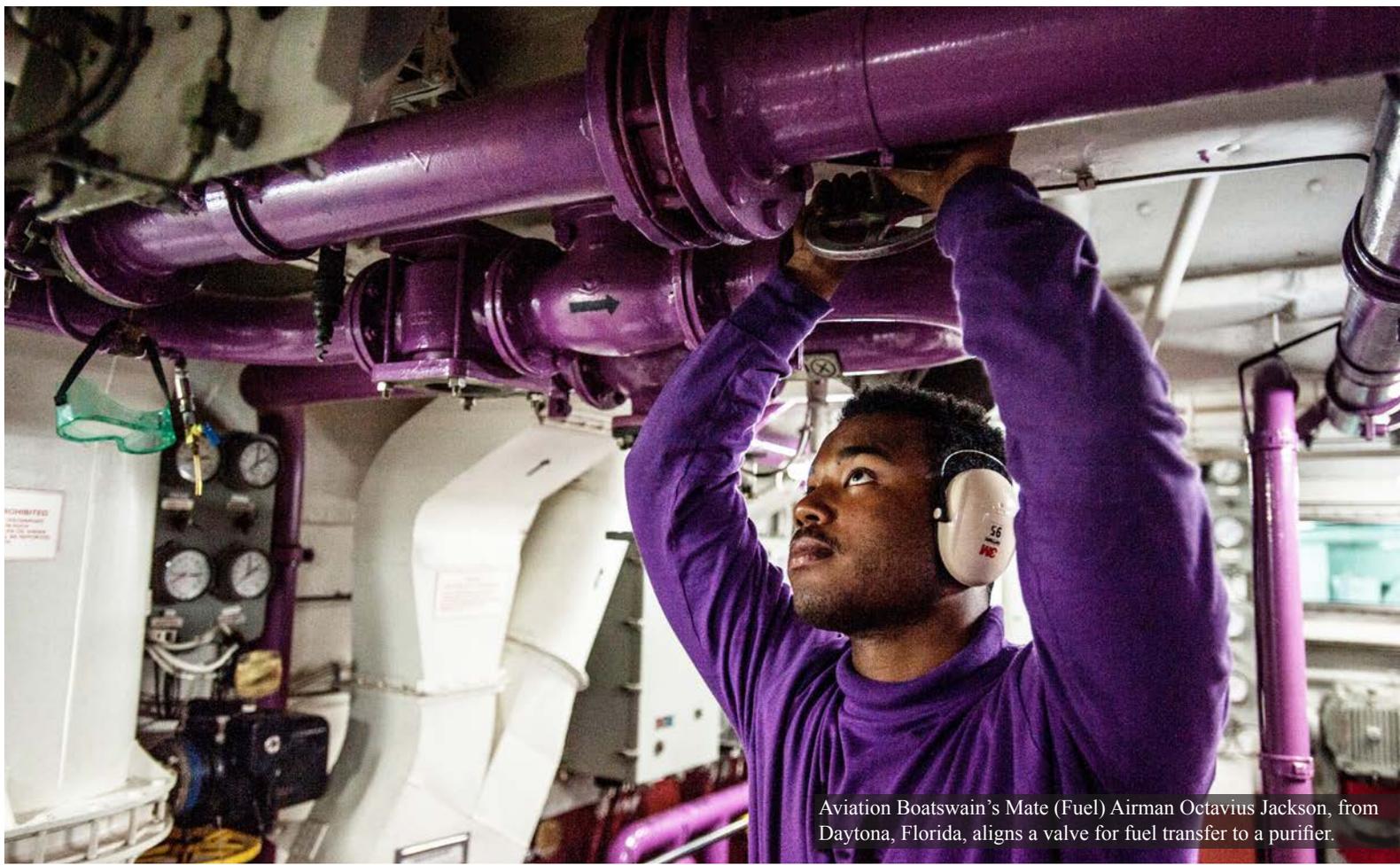
“The primary mission of this ship and what makes it so powerful is its ability to recover, refuel, rearm and launch and project that power ashore,” said Maloney. “V-4 is a vital part of that mission, as is everyone throughout the ship. Everyone plays a key role, but in V-4 we take pride in being able to support those operations by making sure we get fuel, the best quality

product, in a timely manner to every aircraft. It’s important that we make sure — for the pilots — the last thing they have to worry about when they’re in the sky is the quality of the fuel in their aircraft.”

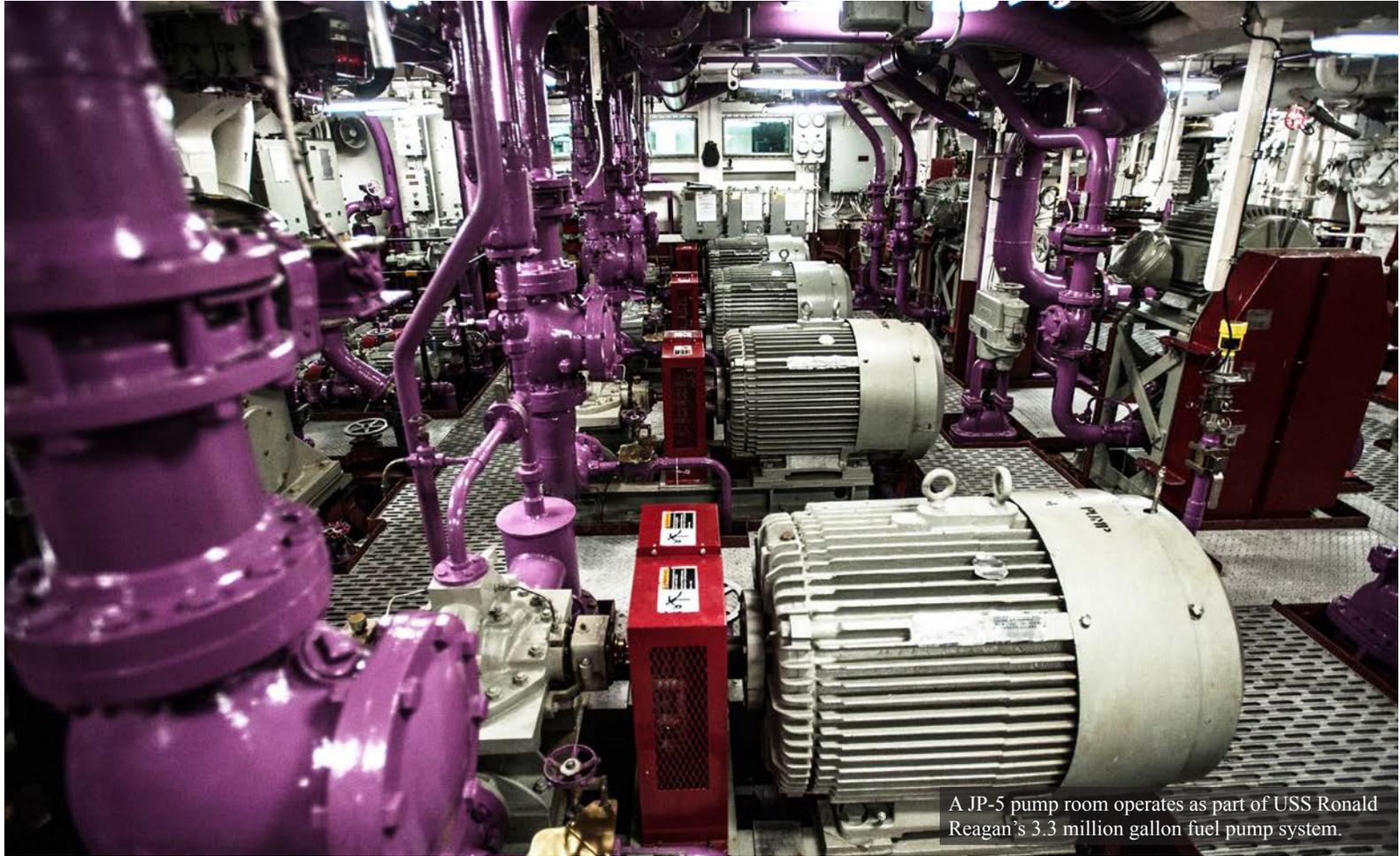
With the call sign ‘Freedom’ the U.S. Navy’s only forward-deployed aircraft carrier and flagship of Carrier Strike Group Five, Ronald Reagan provides a combat-ready force which protects and defends the collective maritime interests of the U.S. and its allies and partners in the Indo-Asia-Pacific region. In order to achieve that mission, it relies upon the finest of fuels — premium grape juice, freshly squeezed by Freedom’s own V-4 division. 🍇



Aviation Boatswain's Mate (Fuel) Airman Natalie Rodriguez, from Los Angeles, a JP-5 control console operator, signals to JP-5 pump room operators to check a transfer pump.



Aviation Boatswain's Mate (Fuel) Airman Octavius Jackson, from Daytona, Florida, aligns a valve for fuel transfer to a purifier.



A JP-5 pump room operates as part of USS Ronald Reagan's 3.3 million gallon fuel pump system.



Aviation Boatswain's Mate (Fuel) 3rd Class Kiala Ramsey, from Detroit, holds JP-5 fuel samples to show the comparison of fuel before (left) and after (right) it is purified.

# Sailor Spotlight:

ACAN (AW/SW)

## Michael O. Anuforo

*What inspires/motivates you?*

I'm inspired by the support I get from my family and the confidence they have in me.

*What was your proudest moment?*

Buying my first car

*Who is your childhood hero?*

My mother

*What are your hobbies?*

Basketball, boxing

*What could you not live without?*

Family and sports

*Who is your favorite artist?*

Chance the Rapper

*What is your favorite place to be?*

Lagos, Nigeria

*What is your favorite food?*

BBQ

*What is your favorite movie?*

The Town

*Who is your mentor?*

AOCS Rudoff Liverpool





# Stephen Decatur

by Kennedy Hickman, Military History Expert



A painting by Dennis M. Carter of Stephen Decatur boarding a Tripolitan gunboat during the bombardment of Tripoli in 1804 (cropped to fit).

Born at Sinepuxent, Maryland, on January 5, 1779, Stephen Decatur was the son of Capt. Stephen Decatur, Sr. and his wife Anne. A naval officer during the American Revolution, Decatur Sr. had his son educated in the Episcopal Academy in Philadelphia. Graduating, young Stephen enrolled at the University of Pennsylvania and was a classmate of future naval officers Charles Stewart and Richard Somers.

At the age of 17, he secured employment with the firm of Gurney and Smith and aided in securing timber for the keel of the frigate USS United States.

Wishing to follow his father in the naval service, Decatur received the aid of Commodore John Barry in obtaining a midshipman's warrant.

Entering the service on April 30, 1798, Decatur was assigned to United States with Barry as his commanding officer. He sailed aboard the frigate during the Quasi-War and saw action in the Caribbean as the United States captured several French privateers. Demonstrating his skill as a gifted sailor and leader, Decatur received a promotion to lieutenant in 1799. At the end of the conflict in 1800, the Navy was downsized by Congress with many officers discharged from the service.

One of thirty-six lieutenants retained by the Navy, Decatur was assigned to the frigate USS Essex as first lieutenant in 1801. Part of Commodore Richard Dale's squadron, Essex sailed to the Mediterranean to deal with those Barbary states that were preying upon American shipping.

After subsequent service aboard USS New York, Decatur returned to the U.S. and took command of the new brig USS Argus. Sailing across the Atlantic to Gibraltar, he turned the ship over to Lt. Isaac Hull and was given command of the 12-gun schooner USS Enterprise.

the frigate USS Constitution captured the Tripolitan ketch Mastico after a sharp fight.

Renamed Intrepid, the ketch was given to Decatur for use in a daring raid to destroy the frigate USS Philadelphia which had run aground and been captured in Tripoli harbor in October. At 7:00 PM on February 16, 1804, Intrepid, disguised as a Maltese merchant ship and flying British colors, entered Tripoli harbor.

Barron for his role in the Chesapeake-Leopard Affair. In 1810, he was given command of United States. Sailing south to Norfolk, Decatur oversaw the refitting of the ship.

While in Norfolk, Decatur encountered Capt. John S. Garden of the new frigate HMS Macedonian. During a meeting between the two, Garden wagered Decatur a beaver hat that Macedonian would defeat United States should the two ever

meet in battle. When war with Britain was declared two years later, United States sailed to join Commodore John Rodgers' squadron at New York. Putting to sea, the squadron cruised the east coast until August 1812, when it put into Boston. Returning to sea on October 8, Rodgers led his ships in search of British vessels.

Three days after departing Boston, Decatur and United States were detached from the squadron. Sailing east, Decatur spotted a British frigate on October 28, approximately 500 miles south of the Azores. As United States closed to engage, the enemy ship was identified as Macedonian. Opening fire at 9:20 AM, Decatur masterfully outmaneuvered his adversary and methodically pummeled the British ship, ultimately forcing its surrender. Taking possession of Macedonian, Decatur found that his guns had inflicted 104 casualties, while United States had only suffered 12.

After two weeks of repairs to Macedonian, Decatur and his prize sailed for New York, arriving to a massive victory celebration on December 4, 1812. Refitting his ships, Decatur put to sea on May 24, 1813, with United States, Macedonian, and the sloop Hornet. Unable to escape the blockade, they were forced into New London, Connecticut by a strong British squadron on June 1. Trapped in port, Decatur and the crew of United States transferred to the frigate USS President at New York in early 1814. On January 14, 1815, Decatur attempted to slip through the

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“In recognition for his successful raid, Decatur was promoted to captain, making him, at age twenty-five, the youngest to hold the rank.”

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Claiming that they had lost their anchors in a storm, Decatur asked permission to tie up alongside the captured frigate.

As the two ships touched, Decatur stormed aboard Philadelphia with sixty men. Fighting with swords and pikes, they took control of the ship and began preparations to burn it. With combustibles in place, Philadelphia was set on fire. Waiting until he was sure the fire had taken hold, Decatur was the last to leave the burning ship. Escaping the scene in Intrepid, Decatur and his men successfully evaded fire from the harbor's defenses and reached the open sea. When he heard of Decatur's achievement, Vice Adm. Lord Horatio Nelson called it “the most bold and daring act of the age.”

In recognition for his successful raid, Decatur was promoted to captain, making him, at age twenty-five, the youngest to hold the rank. For the remainder of the war, he commanded the frigates Constitution and Congress before returning home at its conclusion in 1805. Three years later he served as part of the court martial that tried Commodore James



British blockade of New York.

After running aground and damaging the ship's hull leaving New York, Decatur elected to return to port for repairs. As President sailed home, it was attacked by the British frigates HMS Endymion, HMS Majestic, HMS Pomone, and HMS Tenedos. Unable to escape due the damaged condition of his ship, Decatur prepared for battle. In a three-hour fight, President succeeded in disabling Endymion but was forced to surrender by the other three frigates after sustaining heavy casualties. Taken prisoner, Decatur and his men were transported to Bermuda where all learned that the war had technically ended in late December. Decatur returned to the U.S. aboard HMS

Narcissus the following month.

As one of the Navy's great heroes, Decatur was immediately given command of a squadron with orders to suppress the Barbary pirates which had become active again during the War of 1812. Sailing to the Mediterranean, his ships captured the Algerian frigate Mashouda and swiftly compelled the Dey of Algiers to make peace. Using a similar style of "gunboat diplomacy," Decatur was able to compel the other Barbary states to make peace on terms advantageous to the U.S.

In 1816, Decatur was named to the Board of Naval Commissioners in Washington, D.C. Taking up his post, he had a home designed for him and his wife, Susan, by famed architect Benjamin

Henry Latrobe. Four years later, Decatur was challenged to a duel by Commodore James Barron for comments he had made regarding the latter's conduct during the 1807 Chesapeake-Leopard Affair. Meeting outside the city at Bladensburg Dueling Field on March 22, 1820, the two squared off with Capt. Jesse Elliott and Commodore William Bainbridge as their seconds. An expert shot, Decatur only intended to wound Barron. As the two fired, Decatur severely wounded Barron in the hip, however he himself was fatally shot in the abdomen. He died later that day at his house in Lafayette Square. Over 10,000 attended Decatur's funeral including the president, Supreme Court, and the majority of Congress. 🇺🇸

# Reagan Sailor's Duet with Death

Story by MC2 Adrienne Powers

Red, yellow, green, blue, purple, brown and white. These colors orchestrate a real-time masterpiece that would make Mozart envious and Beethoven balk. Each hue is an instrument with a part to play, dancing around aircraft to a song instinctively felt instead of heard. They perform at a prestissimo tempo, or very quickly, with a grace that appears effortless. Drama builds as propellers begin to whir and the colors shift to a more furious pace on the flight deck of USS Ronald Reagan (CVN 76).

propellers of a C-2A Greyhound humming its preflight song. They form a protective circle, keeping others out of harm's way. A single note played wrong may mean death in this concerto, and even the most experienced of musicians strum a wrong chord from time to time.

"You really have to pay attention and have your head on a swivel at all times," said Aviation Boatswain's Mate (Handling) 1st Class Pedro Jose Miranda, the flight deck leading petty officer, from

Puerto Rico.

"You can be on the flight deck one moment and then over the side in the next."

A nearby aircraft adds ground-trembling bases and an

angry blast of exhaust while preparing to launch—one of the flight deck's many dangers.

Koonce said, when the aircraft on catapult one went into tension, it created high velocity thrust behind it and the sides of the jet blast deflector. A squadron Sailor lost her balance and was thrown backwards towards the turning propeller of another aircraft.

A seasoned flight deck veteran, Miranda sensed trouble and stepped to the stage to initiate a life-saving duet.

"It's the most dangerous job you can have because everything is moving in real time," said Miranda. "She was moving towards the props (propellers) so I put myself between the props and her."

Some Sailors like Miranda who wear

yellow jerseys on the flight deck are responsible for directing the movements of aircraft and play a major part in the launch and recovery of aircraft. They are also constantly vigilant for safety on the flight deck and report directly to the handler.

"Without hesitation, petty officer Miranda stepped in front of the Sailor and forcefully stopped the Sailor in distress," said Koonce. "His situational awareness, keen attention to detail, assertive direction and quick action prevented a potentially fatal event and catastrophic mishap. Do I feel he is a hero? Yes! Without a doubt he is, because yellow shirts are like the police of the flight deck. A yellow shirt overall is an extended safety net for the handler when it comes down to flight deck operations."

In the last stanza of the story, Miranda aided a shipmate with quick feet and even quicker thinking on the flight deck of America's flagship. Aviation Machinist's Mate 2nd Class Akeela Abduljabbar, VRC-30, lives to flight another day.

"It feels good to know that I contributed to the safety of somebody out there and I made the difference," said Miranda. "People should be aware of the dangers on the flight deck, because it is the number one dangerous job you can have. You have to pay attention to your surroundings at all times and listen to the yellow shirts. We do this day in and day out."

Miranda still patrols the flight deck of America's flagship, always vigilant of his surroundings and looking out for his shipmates.🌐

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"Everything about the flight deck is dangerous!" said Lt. Cmdr. Freddie Koonce, Ronald Reagan's flight deck handler from Kinston, North Carolina. "First, let's start with the mere fact that we are on a ship that is constantly in motion, carrying 37 to 50 aircraft on the flight deck that are—at any given time—potentially in motion—human elements, heavy duty equipment and aircraft moving, launching, recovering and exhaust everywhere."

Koonce plays the maestro of Ronald Reagan's flight deck. He keeps track of every movement of every aircraft from behind the stage of a 150 degree window overseeing the action.

An overture begins on the flight deck—colored shirts gather around the spinning



ABH1 Pedrojose Miranda poses for a photo on Ronald Reagan's flight deck.  
(Photo by MC3 Eduardo Otero)



**SEVENTYSIXER**  
**USS RONALD REAGAN**

AO3(AW/SW/IW) Juliet Moth, from Long Beach, California, poses for a portrait in the weapons handling area aboard the Navy's only forward-deployed aircraft carrier, USS Ronald Reagan (CVN 76). "It's something you don't see everyday," said Moth. "Everything from the color to the texture of the ocean today is peaceful, relaxing and soothing. The view is uplifting to say the least. It's almost an escape." (Photo by MC3 Ryan McFarlane)

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