

USS RONALD REAGAN

SEPTEMBER 2016

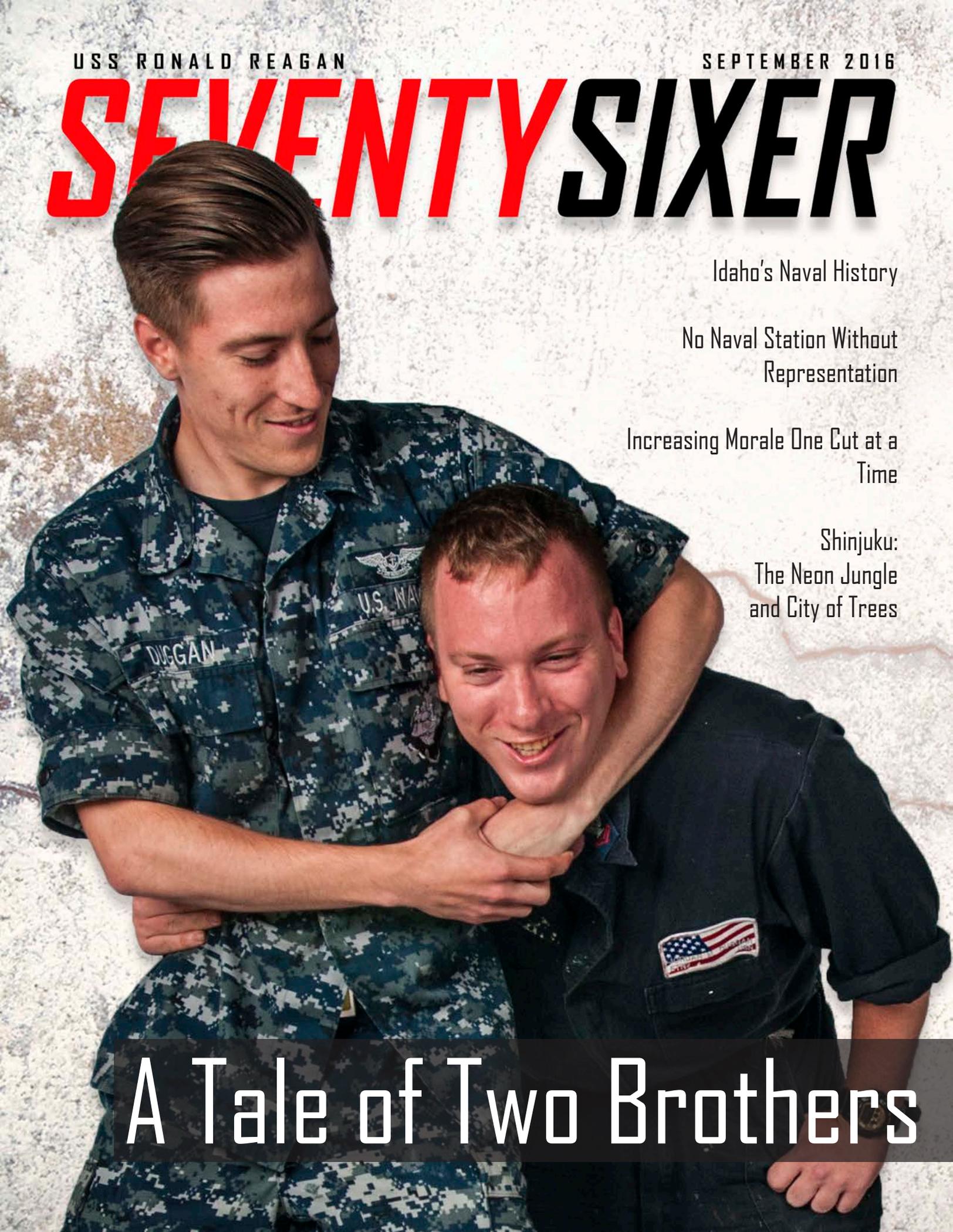
SEVENTYSIXER

Idaho's Naval History

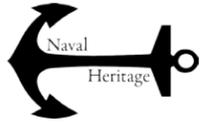
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Time

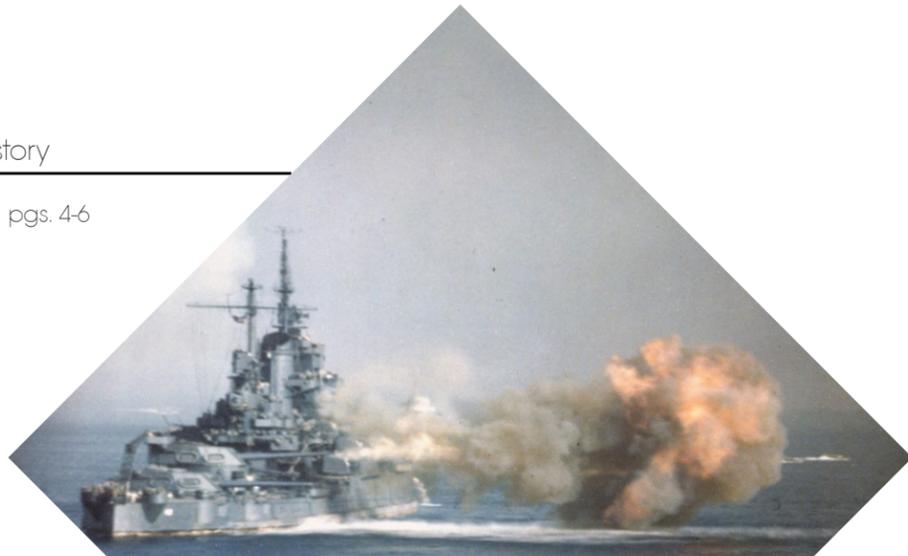
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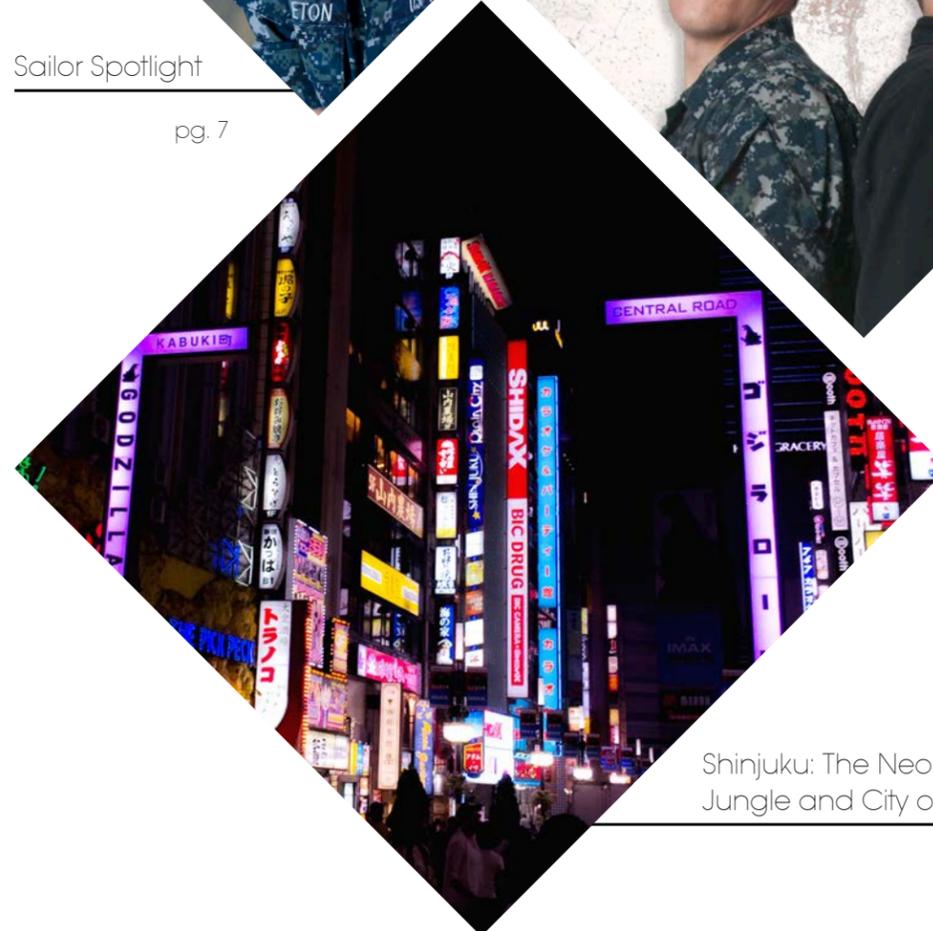
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Leadership:

- | | |
|------------|-----------------------|
| CO | Capt. Buzz Donnelly |
| XO | Capt. Paul Lanzilotta |
| PAO | Lt. David Levy |
| APAO | Ens. Rachel McMarr |
| Media LCPO | MCC Xander Gamble |
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- MC2 Nathan Hawkins
- MC2 James Mullen
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- MC3 Nathan Burke
- MC3 Christopher Gordon
- MC3 Devin Kates
- MC3 James Ku
- MC3 James Lee
- MC3 Ryan McFarlane
- MC3 Eduardo Otero Santos
- MC3 Charles J. Scudella III
- MCSN Jamaal Liddell
- MCSN MacAdam Weissman
- MCSA Tyler John



A Sailor sleeps on USS Idaho (BB 42) in front of a Nazi occupied harbor. Photo taken between 1939 - 1945.

Idaho's Naval History



By Naval History and Heritage Command, Communication and Outreach Division

Idaho, known as the "Gem State," is located in the northwest region of the United States. On July 3, 1890, Idaho became the 43rd state to be admitted to the Union.

There have been at least nine U.S. Navy ships named after the cities, people, and places of Idaho. While this may not seem like many compared to some other states, those

ships with Idaho related namesakes have made some lasting impressions on our naval history. USS Idaho (BB 42), for example, saw much action during World War II and received seven battle stars for her World War II service alone. Serving largely throughout the Pacific Theater, the New Mexico-class battleship was there for the invasion of the Gilbert

Islands, Marshall Islands, and Iwo Jima; the bombardment of Saipan and Peleliu; battle maneuvers in Leyte Gulf; and the Japanese surrender in Tokyo Bay. The fourth ship to be named for the great state of Idaho was decommissioned July 3, 1946.

Did you know that during World War II, many of America's Sailors were trained in Idaho at Farragut



USS Idaho (BB 24) off New York City, October 3, 1911, during the naval review.

Naval Training Station in Bayview, Idaho? This training station was one of the largest in the world, second only to Naval Station Great Lakes in Illinois. Established in 1942, the training station remained operational for 30 months when the facility was decommissioned in June 1946.

From the early 1950s to the mid-1990s, the Naval Reactors Facility

(NRF) located within the Idaho National Laboratory, trained nearly 40,000 Navy personnel in surface and submarine nuclear power plant operations with three nuclear propulsion prototypes including the first nuclear-powered submarine prototype, S1W. The facility continues to support the Navy by examining Naval spent nuclear fuel and irradiated



USS Idaho (BB 42) Sailors eat a meal on the weatherdeck. Photo taken between 1939 - 1945.

test specimens, which are used to develop new technology and to improve the cost-effectiveness of existing designs. And nearby, Lake Pend Oreille, the fifth deepest lake in the United States, continues to conduct tests of large-scale submarine and surface ship prototypes in a setting with acoustic properties similar to that of the ocean. ❸





IDAHO'S NAVAL HISTORY



SHIPS



At least 9 ships have been named after the state of Idaho, its cities, places, and people. A few of those ships include:

- USS Boise (CL 47), 1938
- USS Boise (SSN 764), 1992
- Idaho I (Steam Sloop), 1867
- Idaho II (Battleship No. 24), 1908
- USS Idaho (SP 545), 1917
- USS Idaho (BB 42), 1919
- USS Idaho (SSN 799), named 2015
- USS Pocatello (PF 9), 1944
- USS Twin Falls (T-AGM 11), 1945



USS Idaho (BB 42), 1919

USS Idaho (BB 42), a New Mexico-class battleship, was the fourth ship to be named for the 43rd state admitted to the union. She saw extensive service in the Pacific Theater of World War II, including the invasion of the Gilbert Islands, Marshall Islands, and Iwo Jima, and the bombardment of Saipan and Peleliu. She also supported battle maneuvers in Leyte Gulf until finally anchoring in Tokyo Bay during the Japanese surrender. Idaho received seven battle stars for World War II service alone. She was decommissioned July 3, 1946.

PEOPLE



Gurdon H. Barter Medal of Honor Recipient

Gurdon H. Barter is one of the 18 Medal of Honor recipients that are buried in Idaho. Born in 1843, Barter enlisted in the U.S. Navy and served as a Landsman on board the steam frigate Minnesota during the American Civil War. During the land assault on Fort Fisher, North Carolina on January 15, 1865, Barter demonstrated superior courage, remaining in the combat area despite overwhelming enemy fire and the retreat of most of those around him. He was awarded the Medal of Honor in recognition of his personal valor on that occasion. Gurdon H. Barter died April 22, 1900, and is buried at Viola Cemetery, Viola, Idaho.



Did You Know? The seal of the state of Idaho is the only state seal designed by a woman. Emma Edwards Green designed the seal, which was adopted in 1863.

PLACES

Farragut Naval Training Station and the Naval Reactors Facility



Bayview, Idaho is home to the former Farragut Naval Training Station, which was the second largest training facility in the world during World War II. From the early 1950s to the mid-1990s, the Naval Reactors Facility (NRF) located within the Idaho National Laboratory trained nearly 40,000 Navy personnel in surface and submarine nuclear power plant operations with three nuclear propulsion prototypes including the first nuclear-powered submarine prototype, S1W. The facility continues to support the Navy by examining naval spent nuclear fuel and irradiated test specimens, which are used to develop new technology and to improve the cost effectiveness of existing designs. And nearby, Lake Pend Oreille, the fifth deepest lake in the United States, continues to conduct tests of large-scale submarine and surface ship prototypes in a setting with acoustic properties similar to that of the ocean.

Sources: Naval History and Heritage Command; www.navy.mil; Navy Reserve; Idaho Military Museum; www.idaho.gov. Infographic by Annalisa Underwood and MC1 Eric Lockwood, Naval History and Heritage Command Communication and Outreach Division.



Navy Operational Support Center

A Navy Operational Support Center, or NOSC, is a facility used to provide operational support for training and administrative services to Navy Reserve Units. There is a NOSC in Boise, Idaho.



University of Idaho Navy ROTC

The Navy Reserve Officer Training Corps program educates and trains qualified young men and women for service as commissioned officers in the Navy's unrestricted line, the Navy Nurse Corps, and the Marine Corps.

ABHAN
Chloe A.
Singleton



- Perfect day | Hitting the lottery and sailing off into the sunset with my future husband and babies in our yacht
- Proudest moment | Buying my first car 2013 Hyundai Elantra ... her name is Vivienne
- Someone who inspires you | My parents. They are the closest thing to perfect that I know
- Hobby you would like to try | Sign language
- Can't live without | My family
- Favorite place in Japan | Yokohama
- Year - long goal | Paying off student loans
- Favorite food | Indian food!
- Something you do everyday | PRAY



Increasing Morale One Cut at a Time

Story and photos by MCSN Jamaal Liddell



The familiar buzzing sound of clippers cutting hair and the sweet smell of barbicide and talc powder linger in the air at the Hollywood Clips barbershop. The TV airs the Olympics, while a line leads outside the door into the passageway filled with Sailors waiting to receive their haircuts and return to their busy day aboard America's Flagship.

Ship's Serviceman Seaman Keith Alston, from Beaufort, South Carolina, a USS Ronald Reagan (CVN 76) barber, has cut hair since joining the Navy three years ago.

"After graduating high school, I decided to take a break while figuring out what to do with my life," said Alston. "Before I joined the Navy, I was a sauté cook at Olive Garden. I decided I wanted to try something new

"It's a big boost to morale. I've seen a lot of people get in my chair in a bad mood that end up leaving with a certain step or a swagger and a much better mood."

and travel the world. I wanted to go anywhere out of the states, preferably Italy. When I got Japan though, I was pretty stoked about it. They asked me what I wanted to do when I got to the Reagan, and I told them I wanted to be a barber."

Not all of Ronald Reagan's barbers receive technical training at "A"

school. They typically sharpen their skills through on-the-job training, which may be coupled with more advanced training from "C" school.

"There's no real hands-on training in "A" school," said Alston. "It involves mostly learning about sanitation on computers."

According to Alston, the schools teach disease prevention by avoiding the use of old or contaminated blades.

"I had on-the-job training and learned on the go, but I picked it up pretty quickly,"

said Alston. "I did it for about a month while on the ship. I also attended the barber "C" school, where they fly an instructor from San Diego to the ship."

Alston said that along with sanitation, "C" school also teaches basic military regulation haircuts and how to cut different types of hair from



kinky to straight. Even with training though, everyone makes mistakes.

“I remember I was cutting a Sailor’s hair once, and the guard on my clippers was loose and fell off,” said Alston. “I ended up skinning a small section on the back of his head. I had to tell him that I messed him up and would have to make the taper a lot higher to fix it. He ended up loving the final cut and kept coming back to see me. I learned that day to pay a lot more attention to my guards and whether they fit correctly.”

Performing a top-notch job ensures barbers have loyal customers.

Chief Information Systems Technician Richard Jones, from Goldsborough, North Carolina, said Alston cuts his hair about every two weeks.

“He does an awesome job,” said Jones. “He’s just as good as the barbers on base, if not better.”

While providing quality haircuts on par with barbers located on base, the Sailors that visit the barbershop have to deal with the variations in the atmosphere and hairstyles between civilian and Navy barbershops.

“The difference between cutting hair in the Navy is you’re just cutting the same haircuts back to

back; it’s a repetition,” said Alston. “In the civilian world, you can do parts, faddish haircuts or whatever the customer wants. It’s a wider variety with more freedom to be creative. When it comes to the atmosphere difference between civilian and Navy barbershops, you have to watch what you say. We’re held to different standards here and it’s not the same as the civilian world where you can discuss whatever you want.”

Alston said, that the most common out-of-regulation hair issues are having parts in the wrong location.

“A part has to run forward to aft,” said Alston. “A lot of Sailors come into the shop asking for parts on the side of their heads but end up changing their minds when I tell them it’s out of regulations.”

Along with keeping Sailors within regulations, barbers also affect the overall mission of a ship with something as simple as a haircut.

“We determine how a person looks and feels for the next two weeks,” said Alston. “It’s a big boost to morale. I’ve seen a lot of people get in my chair in a bad mood that end up leaving with a certain step or a swagger and a much

better mood.”

Along with increasing morale, having a clean haircut helps maintain professionalism and military bearing.

“Being a Navy barber is pretty cool—cutting the admiral, CO and XO’s hair,” said Alston. “I have the opportunity to hear what they have to say and to get to know them. Being part of America’s flagship is a great look. We’re keeping up to the standards of America’s best ship.”

After the Navy, Alston said he has thoughts on continuing to cut hair.

“I plan on opening up a barbershop,” said Alston. “I’ve been saving up and I plan on going to trade school to get my civilian barber skills up and learn how to do different haircuts. I want to keep my shop’s name along the lines of A-1 Cuts. I’m still searching for the second part of the name but I know the first part will be A-1. I want to move to the outside world and see how far I can take it.”

No Naval Station Without Representation

Story by MC3 Devin Kates



absentee ballot won't go through properly. If this happens, Sailors can use a Federal Write-In Absentee Ballot (FWAB) to make sure their vote goes through, even if the ballot is late.

Interior Communications Electrician 2nd Class Tatiana Largaespada, from Miami, says she thinks Sailors shouldn't miss an

opportunity to take part in the general election.

"If we don't vote, our voice isn't heard," said

Largaespada.

"If your voice isn't heard, you don't

have a right to complain about it."

Sonn also encourages Reagan

Sailors to participate in the voting

process and take advantage

of the tools FVAP provides.

"Voting is a fundamental

right for all Americans and citizen participation

is crucial," said Sonn. "As President

Lincoln said, we have a 'government of the people, for the people, and by the

people,' and that is only true so long as people are active participants in the process."

Reagan's legal office can answer any questions about the voting process. November 8 is approaching fast—don't

wait until the last second! Reagan is 6,795 miles from the White House, but our Sailors still have a voice in deciding who gets to live there. 🗳️

before, but not while wearing the uniform. Even while underway, Sailors may still exercise their right to vote.

According to the U.S. Election Assistance Commission Voter's Guide, anyone who is a U.S. citizen, 18 years old and meets their state's residency requirements is eligible to vote.

"This can be different from your home of record," said Lt. Cmdr. Matthew Sonn, the ship's judge and voting officer. "Sailors need to know what state they are registering with."

Usually, living in a state for any amount of time qualifies you to vote in that state, but some states now allow voters who have never resided in the U.S. to vote. Citizens residing in the U.S. can simply register online or mail in a National Mail Voter Registration Form. However, Reagan Sailors can't just show up to a polling place in their state on Election Day when they're halfway around the world, especially if the ship is underway. That's where an absentee ballot comes into play.

"I didn't even think about voting," said Fireman Henry Bashira, from Bronx, New York, who is a first-time voter. "I didn't know that was an option for us."

Sailors can simultaneously register to vote and request an absentee ballot from their state of residence using a Federal Post Card Application,

available at

fvap.gov.

The Federal

Voting

Assistance

Program

(FVAP)

offers step-

by-step

instructions

for filling out

the appropriate

forms. Bashira

and other first-

time voters

may have to

provide a proof of

identification, such as a

passport, driver's license

or state identification card.

Once a Sailor has submitted

paperwork, they must wait

for their state to process the

registration and send back an absentee

ballot. Sonn said Sailors shouldn't wait

until the last minute if they want their

vote to count.

"Sailors should start the process as

soon as possible, said Sonn. "Many

states' deadlines for registration are

in October."

A list of deadlines by state is

available at www.usvotefoundation.org.

Each state has different deadlines for

requesting an absentee ballot and

receiving

the completed

ballot. Absentee ballots

must be returned no later than Nov. 8,

but Sonn said it is a good idea to mail it

in as soon as possible.

"FVAP estimates that Sailors in Japan

should mail their ballots no later than

seven

days before the

election," said Sonn. "That

doesn't factor in being at sea and the

delay associated with getting mail on

and off the ship."

It is possible that a request for an

Delegates of the Constitutional Convention crowd Philadelphia's Pennsylvania State House. It is Monday, Sept. 17, 1787. After months of debating, Jacob Shallus pens the final document. The U.S. has been operating under the Articles of Confederation since wresting their independence from the British, and so far the weak central government has proved ineffective in solidifying the U.S. as an international sovereignty. As the last of 39 delegates signs the U.S. Constitution, the building blocks for the country we know today are cemented in place. Under the new Constitution, ratified June 21, 1788, George Washington is selected as the first U.S. president. Fast-forward to present day, and the cycle of electing a new president begins once again.

This year, Sailors will share an opportunity along with other eligible U.S. citizens in deciding who will lead our country, and who will be the highest authority of our armed forces.

"In the end of it, you're choosing your boss," said Electrician's Mate (Nuclear) 3rd Class Joseph Beattie, from Duluth, Minnesota.

With Election Day approaching in just a few months, Beattie and other Sailors need to be prepared if they plan to vote.

"I'm not 100 percent sure on how to do it," said Beattie, who has voted

A Tale of Two Brothers

Story and photos by MC2 James Mullen

“... growing up as twins we were always together.”

“We were at opposite ends of the spectrum.”

Living in the land of the rising sun allows Sailors to experience densely packed trains, sumo wrestling and a variety of foods—from deadly puffer fish to horse sushi. For many Sailors who are on their first tour abroad, it is also their first time being away from family. Not having the familiar faces, familiar foods or familiar lifestyle of home can make the adjustment difficult. Onboard USS Ronald Reagan (CVN 76), twin

brothers help each other overcome those obstacles.

Electronics Technician (Nuclear) 2nd Class Jordan Duggan and Aviation Boatswain's Mate (Handing) Airman Joshua Duggan, from Sahuarita, Arizona, are fraternal twin brothers who serve onboard Ronald Reagan.

“It's nice having family over here with me,” said Joshua. “I get to be around my brother and I don't have to go back to

the states every year to do so.”

Even though they are twins, the Duggan brothers could not have been more different growing up.

“I would describe him as more of a shy person that likes to keep to himself and read books, where as I am more of an outgoing person who likes to meet people and go to parties,” said Joshua. “Growing up in high school and middle school we were a part of different

crowds. I hung out with the cool kids and he was more of a nerd.”

“He was wild as hell,” said Jordan. “We were at opposite ends of the spectrum. I thought school was important—I was kind of a nerd. He was a jock who played all kinds of sports and stayed neck deep in all kinds of trouble.”

Sibling rivalry between the two often boiled over into minor squabbles. Whether they were boys

being boys, or trying to see who the tougher brother was, they fought it out on a regular basis.

“We would fight all the time over stupid things,” said Joshua. “For instance, just because I was bored I would start annoying him just to start a fight. I was the one always picking on him, but usually at the end he would just sit on me and it was over.”

“I was the bigger one,” said Jordan.

“Our childhood was always competitive, there were many times I would just put him in a headlock and he couldn't get out. He is taller now but as kids I had the size on him.”

When the brothers weren't fighting, they enjoyed a similar hobby, which helped to strengthen their bond to what it is today.

“Growing up, we played soccer together,” said Joshua. “Everyone in my



Joshua

family is a soccer player and a soccer fan. Every Sunday morning when soccer came on, we would wear our team's jersey and talk some trash, but it was all in fun."

"We grew closer with age," said Jordan. "Soccer pulled us together a little bit, but we both grew up as men, and the Navy helped with that. The Navy has made our brotherhood a lot closer."

Joshua was assigned to USS George Washington (CVN 73) before the first ever tri-hull swap between Ronald Reagan, George Washington and USS Theodore Roosevelt (CVN 71) in Aug. 2015. When he found out he would be one of the Sailors to swap ships and become a member of Reagan, he received news that his brother could join him.

"Around three months before the

hull swap, I found out that my brother got orders to Reagan," said Joshua. "I already knew that I was going to cross deck to Reagan, so I was excited because growing up as twins we were always together, and now we were going to be reunited."

"I was super happy!" said Jordan. "He was already in Japan before I had orders, and I put in for Japan as my first choice. Reagan was my number one pick, and people usually don't get their number one picks. Knowing that my brother was there gave me that extra level of motivation to do well in my job. I had that extra boost knowing that I could be with family, and that's a pretty strong driver."

Jordan received his first pick, and their journey entered the next chapter as

they were now reunited. After arriving in Japan, Joshua took it upon himself to show Jordan around.

"I took him to the train station to get a train card," said Joshua. "That card is important for travel because you can use it everywhere you go in Japan, and it is easier than buying tickets every time. We walked around Yokosuka and I showed him some good ramen restaurants and other places to eat, then we settled down and ate at CoCo's Curry."

With both brothers now serving onboard Reagan, it gives them one more experience in common. Looking at their day-to-day roles on the ship, Jordan as a nuclear electronics technician and Joshua as an aviation boatswain's mate (handling), it highlights their personalities and what makes each of



Jordan

them unique.

"I work night check, and usually night check moves all of the aircraft while day check maintains the hangar bay," said Joshua. "When I come in to work we do bay checks, which is making sure everything in the hangar bay is ready to go in order to move aircraft around. We typically start doing moves around midnight and don't stop until five or six in the morning. As a director, there is no set way to move an aircraft. It all depends on how you want to do it, so you have to be able to make quick decisions and think on the spot in order to safely move aircraft."

"I stand a lot of watch and do preservation maintenance when I am not on watch," said Jordan. "My watches are typically four to six hours, and I have

two watches per day. I aid and control the propulsion for the ship. I was always good at the bookwork stuff, which helps me in my job. Josh just has more common sense than I do. Directing the aircraft requires some on-the-spot action and he is good at that. He is good at doing and I am good at knowing."

For a Sailor going to his or her first tour abroad, it can be stressful being away from family. Navigating the train systems, learning the language or not knowing what food to try are some stressors that can make days difficult. Being with the person who you have grown up with your entire life can turn those difficult days into pleasant ones.

"We are in a foreign country and we've got nothing but shipmates

and the friends that we make," said Jordan. "Already having family here is a nice luxury and made the transition easier."

"It's nice because if I am sitting on the mess decks having a bad day, and Jordan comes by and starts talking to me, it cheers me up," said Joshua. "It makes my day better because I got to see my brother and I know he's ok."

Joshua and Jordan both have years left on Reagan together. While being away from the rest of their family can be difficult, knowing that a loved one is close by provides reassurance that things will be alright.

"I see a lot of people struggle here, but when I struggle, he gives me reasons to succeed and keep going," said Jordan.🇺🇸



新宿 SHINJUKU

THE NEON JUNGLE
AND CITY OF TREES

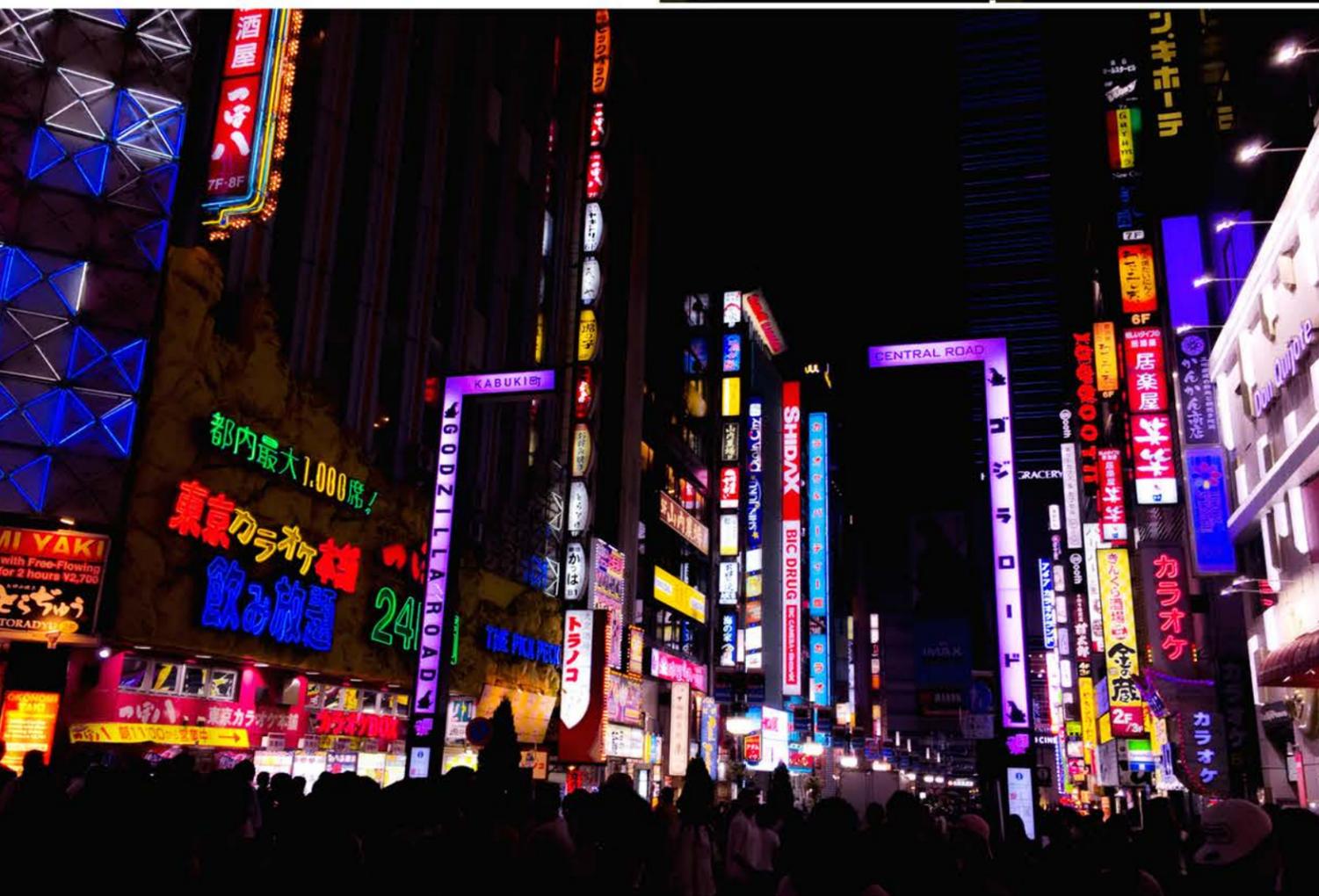
TAKE A STEP INTO ONE OF THE BUSIEST DISTRICTS IN TOKYO AND SEE THE DIVERSE LANDSCAPE SHINJUKU HAS TO OFFER. FROM HIGH-END AND BARGAIN SHOPPING TO A BUSTLING NIGHT LIFE AND ONE OF THE BIGGEST PARKS IN THE TOKYO REGION, SHINJUKU IS A PLACE WORTH VISITING.

PHOTO STORY AND DESIGN BY MC3 RYAN MCFARLANE

KABUKICHŌ

歌舞伎町

Welcome to one of the busiest entertainment districts in all of Japan, Kabukicho. Kabukicho has been aptly nicknamed the “Sleepless Town” (眠らない街) due to its late hours and bustling night life. Kabukicho houses more than 3,000 bars and restaurants within its borders. Similar to Harajuku, Kabukicho is also home to high-end fashion stores and bargain shops alike. For those looking for entertainment outside of bars and shopping, Kabukicho is also home to the Godzilla themed “Toho Cinemas.” Outside of viewing the newest movies available in Japan, MMA is also popularized in this district and live fights can be viewed in one of the numerous arenas in the area.



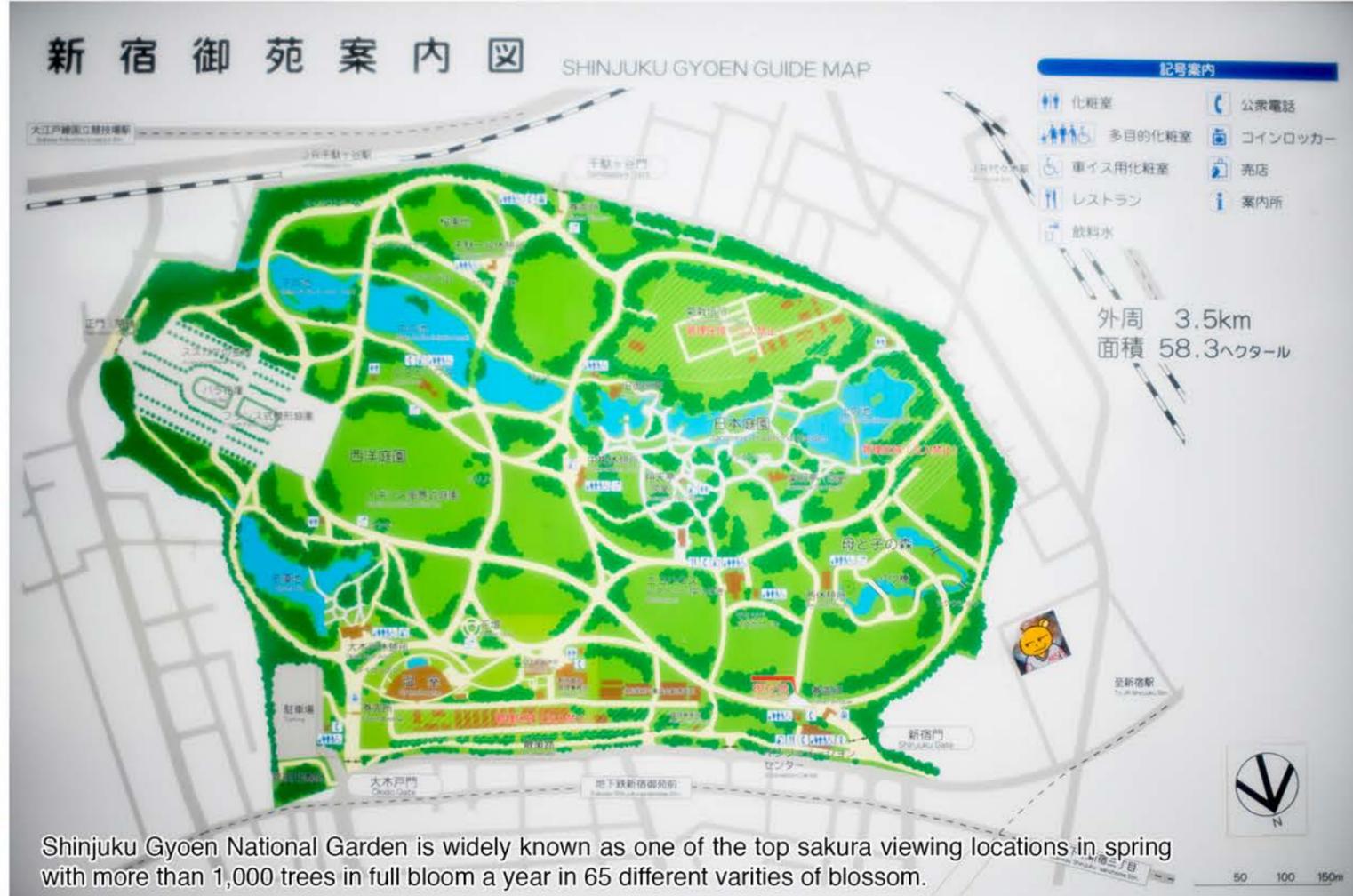
Kabukichō comes from the word kabuki, which is a style of traditional Japanese theater that dates back to the Edo period. In 1940, the Kabukichō area was originally known as Tsunohazu (角筈) and plans were made to construct a kabuki theater in the area. Due to financial problems, the theater was never built and Tsunohazu adopted a new name in recognition of the theater that never came to be, Kabukichō.

GYOEN PARK

御苑

If a bustling nightlife is something you are not interested in, Shinjuku still has more to offer. Gyoen park spans across 58.3 hectares and is 3.5km in circumference.

Gyoen park consists of three distinctly themed gardens and a mix of winding paths and ponds. The three themes are an English Landscape garden, a French Formal garden and a Japanese Traditional garden.



Shinjuku Gyoen National Garden is widely known as one of the top sakura viewing locations in spring with more than 1,000 trees in full bloom a year in 65 different varieties of blossom.



GOLDEN GAI

新宿ゴールデン街

Welcome to Golden Gai, where you can lose yourself in the winding streets and cramped buildings of one of the most dense nightlife areas in all of Tokyo, boasting more than 200 small bars and eateries in only six narrow alleys.

Amongst the 200 establishments, each has a unique theme. These themes include vintage b-movies, obscure Japanese music and even a death metal bar titled “Death Match in Hell.”

Due to the popularity of Golden Gai, English-speaking natives should have little to no difficulty meeting new people from all over the world. With the popularity of the location, expect cover charges and the possibility that you may not even get a seat. 🍷



Don't let the shanty style appearance turn you away from one of Japan's unique locations for a night out in Tokyo.



Golden Gai's bars and restaurants stick to themes that appeal to niche audiences.



SEVENTYSIXER
USS RONALD REAGAN

SN Kayla McCuen, from Indianola, Iowa, stands the forward lookout. "I love feeling the breeze and seeing the open ocean again. I enjoy this watch because of the great view."
(Photo by MC3 James Lee)