

NAVAL MEDIA AWARD WINNER

Vol. 1 • Issue 14

THE

ER

FAIR WINDS  
AND  
FOLLOWING  
SEAS.



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# THE MAN IN THE ARENA

"It is not the critic who counts; not the man who points out how the strong man stumbles, or where the doer of deeds could have done them better.

The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood; who strives valiantly; who errs, who comes short again and again because there is no effort without error and shortcoming; who knows the great enthusiasms, the great devotions; who spends himself in a worthy cause; who at the best knows in the end the triumph of high achievement, and who at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who neither know victory nor defeat."

## - Theodore Roosevelt (26th President of the United States)

Excerpt from the speech "Citizenship In A Republic" delivered at the Sorbonne, in Paris, France, on 23 April 1910



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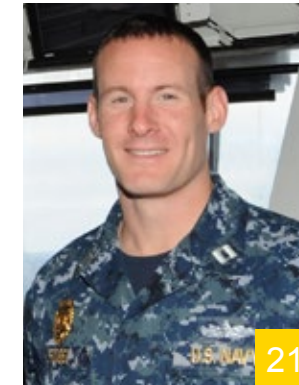
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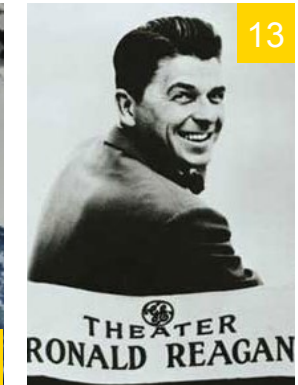
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DEPARTMENT OF THE NAVY  
USS RONALD REAGAN (CVN 76)  
FPO AP 96616-2876



# Fair winds and Following Seas





Captain Burke came in at a very critical time and put us, as a ship, back on the right path. Thanks to his leadership there were a lot of changes to the way we did business on this ship.

ICI Jeremy Dewalt



What was your first impression of CAPT Burke when you met him?  
 Yikes, he's from Michigan?!?! Hey, I'm a Buckeye!  
 How has he influenced you personally as a leader?  
 Unprecedented ability to grasp a very wide array of information and process without hesitation. It sets a standard we should all attempt to emulate.  
 What have you taken away from his leadership style?  
 His style reinforces that which I try to emulate.  
 What do you think was his biggest impact on the crew?  
 He looks out for the Sailor and has maintained the cleanest ship on the waterfront with a daily 30 minute SPIRIT. That speaks volumes when compared to the 2, 3, 4 hour field days on USTA-SHIP.  
 What would you tell the Captain in appreciation of his leadership during his Command?

I value his honest, direct, to-the-point, no-nonsense style. I try to emulate those same traits when I am addressing my Sailors, Chiefs, and Officers. It imparts clarity and prevents mis-communication which is paramount in a command as large as this. He is approachable, pragmatic, and yet sets a very high standard.

v/r,  
 SUPPO  
 CDR Brian Ginnane  
 Supply Officer



What was your first impression of CAPT Burke when you met him?  
 A leader of a calm demeanor which subsequently personifies modesty with great authority.

How has he influenced you personally as a leader?  
 His influence has shown me that one of the most important attributes of leadership is decency.

What have you taken away from his leadership style?  
 Be very aware of the small things, however, focus on the big picture. Have a SOLID plan and act on it.

What do you think was his biggest impact on the crew?  
 He ensured that he was not the Senior person with the secret. He continuously keep the crew abreast of the ship and the schedule (short and long term).

5. What would you tell the Captain in appreciation of his leadership during his Command?  
 Thanks for being the leader with the profound characteristics of being a model citizen and a superb Naval war-fighter! You were an outstanding Commanding Officer, I would work for you again any day!



Very Respectfully,  
 LT Gregory J. Royal, Sr.  
 Ship's Secretary

When the Captain took command of this ship, his first change was to bring the leadership closer together into an even more cohesive unit. That really left an impression on me.

**AOI NGUYEN**





1. What was your first impression of CAPT Burke when you met him?

A: Intense. Observant. Articulate.

2. How has he influenced you personally as a leader?

A: When I first checked into this command from NSW, I compared my departmental Vision Statement to his Guiding Principles. I was amazed that he felt strongly about several of the same values I did:  
'The buck stops with me'  
'Arrogance and bravado are for amateurs'  
'Everyone has a voice and deserves respect'  
'WE are responsible for making our team better, no one else'

3. What have you taken away from his leadership style?

A: CAPT Burke has a unique ability to quickly grasp the variables, assess the situation, and make definitive, command decisions. There is no hesitation when he acts; that is a leadership style I seek to emulate. I expect the men who lead me to be morally, mentally, and physically stronger than I am. I strive personally to reach that standard everyday with my warriors; CAPT. Burke is already there.

4. What would you tell the Captain in appreciation of his leadership during his Command?

A: Sir, I'm glad you didn't break. During the Chief's Mess Dining-In last year in Bremerton, when one of the Chiefs was trying to break you with flutter kicks in front of the entire crowd, YOU BROKE HIM...and then you became the first person to land the helicopter. That's when I knew, 'This is a leader I will follow to hell and back'.

V/R,  
Mags

When he spoke to you directly, you knew you had his full attention and that he was actually listening, which is a rare skill that I've seen in few leaders at his level.  
He's someone who actually cares and works tirelessly to take care of the ship and the Sailors to support the mission. His trust in the CPO Mess allowed us to flourish to do what Chiefs do, which is take care of the deckplate level issues so that he could focus on the bigger things as the CO.  
He didn't micromanage; he trusted leadership and valued our input and ideas. That allowed the Command to do great things under his leadership.

Life in DPMA could've been so much worse if not for CAPT Burke. The crew's welfare was obviously VERY important to him during the entire process, and he relentlessly fought for that in so many ways. He is a leader who chooses not to take the easy path and the crew reaped the benefits of that type of leadership.

ATCS Alicia Harrison



# HANDLING CHAOS



**"DECISIVE LEADERSHIP  
BUILT ON EXPERIENCE"**

Working on the flight deck of an aircraft carrier is one of the most dangerous jobs in the world. It takes a group of well-trained, attentive and quick-thinking Sailors to make sure that all aircraft land and take off successfully and that no Sailors get hurt in the process. One of the people responsible for making sure Ronald Reagan's flight deck is one of the safest in the fleet is Lt. Cmdr. Alberto "Al" Guajardo, the ship's Aircraft Handling Officer, or "Handler."

Guajardo was born in Lovelland, Texas, a town of only about 19,000 people. Growing up in the country helped teach him to do a lot of things on his own. He spent most summers with his Grandmother, who taught him the value of hard work at an early age. And although he had a great fondness for his hometown, Guajardo knew early in life that he wanted to see the world.

"I thought it would be exciting to get to see the different places and cultures," said Guajardo. "I knew at about age 14 or 15 that I wanted to join the Navy."

Guajardo's first duty station was aboard USS Independence (CV 62), where Master Chiefs Lou Cruz and Jack Napier along with Chief Warrant Officer Paul Antoon had a heavy influence on his early naval career.

"They were all great leaders to me because when they spoke, people listened," said Guajardo. "They showed me early in my career that if you want people to listen, you need to know what you're talking about, and if they doubt you, show them you know."

They encouraged him to read regulations and get qualifications that didn't necessarily pertain to his job so that he could gain broader knowledge and experience of what the Navy was about.

"It was one of the main things I really admired about them," added Guajardo. "That really helped lay the foundation for my naval career."

By the time he was advanced to Second Class Petty Officer, Guajardo decided he wanted to do something different and applied to be a Commissioned Officer under the Broadened Opportunity for Officer Selection and Training or BOOST program. He wasn't selected under that commissioning program, so he decided to head back to the fleet where he could apply for commission as a Limited Duty Officer (LDO).

"I wanted the challenge and greater responsibility that being a Navy officer brings," said Guajardo. "It was a real bummer not to get picked up for BOOST, but I didn't let it get me down. I had to keep on pressing and working towards my goals."

Guajardo was selected as an LDO while aboard USS Tarawa (LHA 1) but was not commissioned until he transferred to Naval Air Maintenance Training Group.

"Getting commissioned was an exciting time in my life," he said. "It was the opportunity I had been looking for my whole career."

When Guajardo returned to sea, it was as the Fuel Bos'n aboard USS Nimitz (CVN 69). In between that assignment and becoming the handler officer on Reagan, Guajardo has done just about every job there is to do for a flight deck officer and he attributes a lot of that success to the people who surround him.

"I've been blessed to always work around a lot of talented people," he said. "You can't help but succeed if you surround yourself with successful people."

For the Sailors who surround him aboard Reagan, the recipe for success is simple. Combine Guajardo's decisive leadership with open communication and you'll get the job done.

"He is always on top of any issue," said Aviation Boatswain's Mate 1st Class Mario Walls, the flight deck's petty officer in charge. "Handler giving us the heads up makes it easier on us that work on the flight deck and makes our day go a lot smoother."

Guajardo has experienced, first-hand, the dangers of the flight deck including everything from aircraft crashes to flight deck fires. He uses those experiences and shares the inherent knowledge that comes with it to better prepare his team.



"Don't keep it to yourself, make sure everyone knows it," he said. "We make sure that lessons learned are passed down to our Sailors so that we don't make the same mistakes twice. It only takes one mistake on the flight deck for one of my Sailors to be carried off of this ship in a wood box, and we all have to understand that."

The sharing of knowledge is a key leadership tactic Guajardo uses to ensure his Sailors' and ship's safety.

"We can't predict all the scenarios that could occur on the ship," he said. "With the good leadership and experience we have in our department, we expect that if there is ever a casualty situation that we will be able to respond rapidly and minimize damage to the ship."

But it isn't just one-way leadership for him. Being surrounded by skilled and knowledgeable Sailors provides Guajardo with yet another key source of information to get the job done.

"We are his eyes and ears out on the flight deck," said Chief Aviation Boatswain's Mate (Handling) Jose Ruiz, the flight deck leading chief petty officer. "He's good at listening to our suggestions if it's what's best for the crew."

"If one of my Sailors has a better way of doing business, all it takes is for me to make a phone call and submit some paperwork and we can get a procedure changed," added Guajardo. "My guys spend hours training even when there are not aircraft aboard the ship so I have a lot of confidence in them."

Confidence in his team, effective communication and shared experiences are all building blocks leading to overarching success for Guajardo, who openly admits that the most important piece to the puzzle are the Sailors under his charge.

**"The crew I have aboard this ship as an aircraft handling officer is amazing, and they motivate me to want to be better," said Guajardo. "They believe in what they do and in my 25 years I've never worked with a hungrier crew. I have so many Sailors that make sure I have everything that I need, and I'm grateful for that."**

With his time in the Navy starting to wind down, Guajardo ensures he does everything he can to leave his Navy and flight deck in the capable hands of well-trained Sailors. While remembering the success of his career, he confidently looks ahead at the opportunities for Sailors who are willing to apply themselves and become hard chargers.

"You can't expect anybody to give you anything," said Guajardo. "You have to train, read, and put yourself in scenarios that will result in success, especially out at sea. That is the best time to put in the extra work and push yourself harder to be successful. Don't limit yourself!"

# RONALD REAGAN CELEBRATES 10 YEARS



Hayes has spent nine of ten years of service aboard Reagan, watching both the ship and her crew grow through the years.

The ship was christened on March 4th, 2001 by President Ronald Reagan's wife, Nancy, at Newport News Shipbuilding in Virginia and was commissioned July 12, 2003 in Norfolk.

Reagan's first port call was Fort Lauderdale, Fla., in November 2003, when she began her transit from the mid-Atlantic around South America. After making port calls in Rio de Janeiro, Brazil; Valparaiso, Chile; and Lima, Peru; she arrived in San Diego on July 23, 2004.

Ronald Reagan departed for her maiden deployment January of 2006 in support of Operation Iraqi Freedom and Operation Enduring Freedom and to conduct maritime security operations in the U.S. Fifth Fleet area of responsibility.

"We had a sense of pride when we did this deployment because we knew we were the ones setting the trend," said Hayes. "We knew we were making the history books."

Reagan left for deployment again in January of 2007, but this time on an unscheduled surge deployment to the Western Pacific to fill in for USS Kitty Hawk (CV 63) while she underwent maintenance in Japan.

Almost a year later, in December of 2007, Ronald Reagan answered a distress call from a cruise ship off the coast of Baja Calif. when a teenager's appendix had ruptured. The teenager was airlifted by an SH-60 Seahawk helicopter from the cruise ship to Ronald Reagan where shipboard surgeons performed an emergency appendectomy.

In May of 2008, Ronald Reagan left for her third deployment where the ship provided humanitarian assistance and conducted disaster relief operations in the Philippines after being devastated by Typhoon Fengshen. The ship then headed to the Arabian Gulf in support of Operation Enduring Freedom, where Carrier Air Wing 14 pilots flew 1,150 combat sorties in support of coalition troops in Afghanistan.

By May of 2010, Reagan completed a six-month planned incremental availability maintenance cycle before successfully completing a Rim of the Pacific exercise later that summer.

Reagan later departed San Diego for an Western Pacific deployment in February 2011, but was diverted towards Japan after the massive Tohoku earthquake and tsunami which would later be called Operation Tomadachi. Reagan was the first ship on station and provided a combination of humanitarian and logistics support before continuing to the Arabian Gulf.

In January 2012, the ship changed homeports from San Diego, Calif., to Bremerton, Wash., for a docked planned incremental availability that lasted a little over a year. Ronald Reagan made its third homeport change and returned back to San Diego in March 2013.

Senior Chief Electrician's Mate Mel Atherley is another Reagan plank-owner and current crew member. She said that no matter the demand, the ship and her crew have always stepped up to meet the mission at hand and embody the ship's motto "Peace Through Strength."

"The crew always comes together to answer the call," said Atherley. "It is an honor to serve aboard and be a plank owner to see her 10th birthday."



Story by  
MC2 Kimberly Romanowski

The crew of the USS Ronald Reagan celebrated the ship's 10th birthday, July 12th, with a ceremony while the ship was out to sea conducting carrier qualifications.

Many crew members were in attendance, including Aviation Boatswain's Mate (Handling) 1st Class Keith Hayes, ship plank owner and current crew member.

"I will never forget July 12, 2003," said Hayes. "I was a little airman at the time on the pier with all the rest of the Sailors during Vice President Dick Cheney's commissioning speech. His last words were 'Bring this ship to life' and at that point we all rushed the ship and manned the rails. We literally brought the ship to life and you'll never forget it."

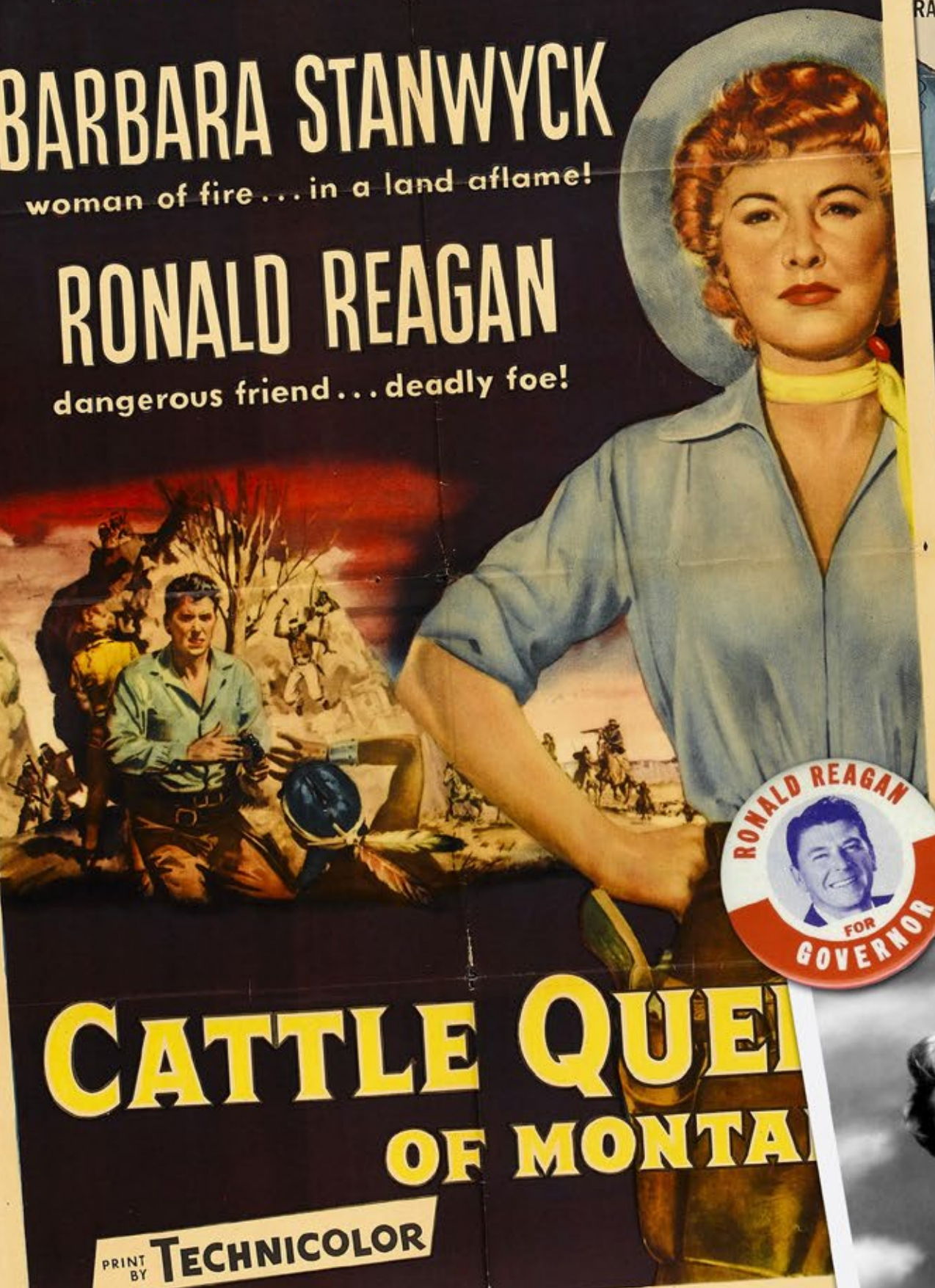
**SHE STRIPS OFF HER PETTICOATS  
...and straps on her guns!**

**BARBARA STANWYCK**

woman of fire... in a land aflame!

**RONALD REAGAN**

dangerous friend... deadly foe!



**CATTLE QUEEN  
OF MONTANA**

PRINT BY **TECHNICOLOR**

with **GENE EVANS · LANCE FULLER** • Directed by **ALLAN DWAN** • Screenplay by **ROBERT BLEES & HOWARD ESTABROOK** • Produced by **BENE**

NE OF THE MOST  
RATIONS IN THE  
RE!"  
RAL CHESTER W. NIMITZ  
Fleet Admiral, U. S. Navy



STARRING RONALD REAGAN  
**LEADING  
MAN FROM  
ACTOR TO  
POLITICIAN**

STORY BY MCC MIKE MILLER

Comparing actors and politicians isn't hard to do. They are both extremely public figures, easily recognizable by most people. Both are skilled at inspiring people through their actions and words. In fact, there have been many actors-turned-politicians through the years. Television star Fred Thompson, who played the New York district attorney on "Law and Order," served as a Tennessee Senator for 10 years. Action movie star Jesse Ventura served as Governor of Minnesota. Maybe most famously, actor Arnold Schwarzenegger went from "The Terminator" to "The Governator" when he was elected as Governor of California.

Ronald Reagan also made the same transition, but from very humble beginnings. In the 1930s, Reagan was a sportscaster for an NBC radio station - WHO in Des Moines, Iowa. Among the many sports Reagan covered was Chicago Cubs' baseball. During the winter, the Cubs trained on Catalina Island, just off the Southern California coast. Reagan, who had lifelong hopes of becoming an actor, convinced the station to let him use his vacation time to go with the team for their winter training sessions, as long as WHO paid his travel expenses.

On his third trip to Catalina, he was finally able to make a side trip to Hollywood. While there, he looked up an old WHO friend who was also trying to get into acting, Joy Hodges. She was able to set up a meeting with an agent. The meeting, and Reagan's now-famous smile and charm, earned him a screen test with Warner Bros. Studios.



By the late 1940s, Reagan had been in a number of "B" list films for Warner Bros. It was steady work, but Reagan wanted to make the "A" list - and had an idea on how to do just that. For years, Reagan was interested in the life of Knute Rockne, the Notre Dame Football coach who revolutionized the game of football and later died in a plane crash. Reagan thought Rockne's story was perfect for film. Pat O'Brien would be perfect in the role of Rockne, and Reagan would play the role of George Gipp, better known as the Gipper, the legendary Notre Dame player, who died two weeks after his final game. Reagan shared this idea with as many people as possible and even began working on a screenplay.

Not too much later, Reagan read in a Hollywood trade paper that Warner Bros. was planning a movie based on the life story of Rockne, starring none other than Pat O'Brien. To make matters even worse, Reagan learned that the studio had already screen-tested a selection of other actors to play the role of George Gipp. Reagan couldn't believe the news. He found the movie's producer and insisted that they consider him for the role of Gipp. The producer looked at Reagan's build and told him that he didn't look the part of a legendary college football player - that he was too small. Reagan protested, saying that he actually weighed more than Gipp when he had played for Notre Dame. The producer didn't budge.

Reagan refused to give up. Remembering something a cameraman once told him - producers need to see it themselves to believe it - Reagan sped home and searched through old photo albums to find a picture of him in his college football uniform. He raced back to the producer's office and gave him the photo - but the producer didn't even give the slightest hint of a reaction. Reagan left the studio later that day not knowing what would happen. Not even an hour later, Reagan received a call telling him to be back at the studio early the next day to test for the role of George Gipp - a role that he would not only win, but it would become one of the most famous roles of Reagan's legacy.

As the years passed, Reagan continued to land roles in a combination of film and television. By the mid-1950s, he was hired by General Electric to star in a weekly dramatic anthology called General Electric Theater. It made Ronald Reagan even more of a household name. It was during this time that Reagan also increased his political activism, a cause he had been passionate about for many years. He would make regular speeches endorsing candidates at varying levels of politics.

In 1964, Reagan had campaigned heavily for Barry Goldwater's run for president. That year he delivered his famous "Rendezvous with Destiny" speech for Goldwater, which received national acclaim. In attendance was a wealthy California car dealer, Homles Tuttle. In the spring of 1965, Tuttle and a few friends asked if they could meet with Reagan, which he obliged. They wanted him to run for governor of California in 1966 - to which Reagan was not interested in the slightest. Undeterred, the group insisted that he was the only one who could defeat the incumbent Governor Pat Brown. Reagan refused. For months, supporters pressed and he continued to decline.

Reagan began to see that his refusal to run was actually making things worse for the Californian Republican Party, as it was painting a picture of divided indecisiveness, which upset him. To help pacify the persistent followers and to help stop the damage to his party, Reagan began making speeches again throughout California, but only under the expectation that he could find other candidates to run instead. He never found that person. After only six months, it was clear that Tuttle and his group of supporters were right, and Reagan was convinced as well. He announced his candidacy for Governor of California on January 4, 1966, and thus began one of the most famous political careers in history.



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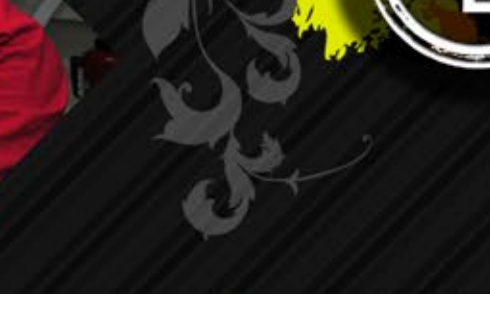
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# 317 SURVIVORS

The Story of USS Indianapolis



Story by MC3 Dave Frederick

On July 26, 1945, the components of the first operational atomic bomb - "Little Boy" - were delivered to Tinian in the Northern Mariana Islands. Four days later, USS Indianapolis (CA 35) sank midway between Guam and Leyte Gulf in what the world has come to recognize as the worst U.S. Naval tragedy at sea.

Indianapolis was a Portland-class "treaty cruiser" measuring 610 feet in length overall and displacing more than 9,800 tons of water. She was equipped with four Parsons GT turbines and eight Yarrow boilers which produced the ship with 107,000 shaft horsepower, distributed to four propeller shafts for a speed of 32 knots.

On December 7, 1941, Indianapolis was performing a mock bombardment training mission at Johnston Atoll while the Japanese attacked Pearl Harbor. She was immediately ordered to conduct a search for the Japanese carriers responsible for the attack, however the search proved unsuccessful and the ship returned to Pearl Harbor to join Task Force 11.

Throughout the next two years the Indianapolis served as an escort ship within the task force and participated in several battles including the Aleutian Islands and New Guinea Campaigns. Her primary role was to remain near the Aleutian Islands and provide shore bombardments and escort American convoys in support of amphibious assaults.

By 1943, the Indianapolis was refitted and moved back to Hawaii where she became the flagship of Vice Admiral Raymond A. Spruance, the commander of U.S. Fifth Fleet. The cruiser and other ships of her task force met at the islands of Kwajalein Atoll where they shelled shore installations and provided support for advancing troops. After taking the island she steamed on to fight in the Palau and Mariana Islands and

eventually moved on to Saipan. She participated in the Battle of the Philippine Sea, Battle of Tinian and Peleliu, Bonin and finally Okinawa.

During the bombardment of Okinawa, a Japanese fighter managed to drop a single bomb on the Indianapolis. The bomb plummeted through several decks and a fuel tank before crashing through the keel and exploding underneath her. The explosion damaged her propeller shafts, water-distilling equipment and fuel tanks. The Indianapolis, under her own power, steamed across the Pacific to Mare Island for major repairs.

After her overhaul the Indianapolis, carrying a secret cargo of parts and a supply of Uranium-235, was given the orders to proceed to Tinian Island.

"They put a big box on board and we headed for Tinian. We didn't know what was in the box," said Seaman First Class Loel Dene Cox, survivor and Indianapolis crewmember. "They also brought another, smaller metal container on board, and carried it up to the Captain's quarters and welded it to the deck. We think that was the uranium part of the bomb."

The Indianapolis delivered the bomb to Tinian and then headed for Guam where some of the crew, who had completed their tour of duty, were replaced by fresh Sailors. On July 28, the ship departed Guam with a plotted course toward Leyte. There the crew would participate in training before heading to Okinawa to assume responsibilities as part of Task Force 95.

Shortly past midnight on July 30, 1945, the Indianapolis was struck by two Japanese Type 95 torpedoes on her starboard side.

"I was blown up into the air about five feet and landed on my stomach," said Cox. "As I started to get to my feet, I looked up and there was debris, water, flames and everything up above me."

The explosions caused massive damage and fire, and she immediately began to take on large amounts of water. Within twelve minutes, she rolled completely over and her stern rose into the air. The ship's propellers were still turning as she plunged down into the midnight blue abyss.

Of the 1,196 crew aboard the Indianapolis, some 300 were not able to escape the ship. The remainder of the crew floated adrift with few lifeboats and no potable water. Many Sailors didn't even have lifejackets. These remaining men faced dehydration, exposure, severe injuries and shark attacks as they waited for help to arrive.

"The sharks began appearing - they were 6-7 feet long and gray," said Lindsey "Zeb" Wilcox, Indianapolis survivor.

Sailors would hear screams as a shark would bite into their legs and drag them under water.

"Then the water would turn red," said Cox. "They were getting us. A shark got one of my buddies who was just a couple of feet from me. The shark's tail and the water just covered me up - I was that close."

After a few days of blistering sun, cold nights and no food or drinking water, many survivors began to lose hope. Several of the men started to hallucinate and would swim off on their own thinking there was an island nearby that would offer them safety from the sharks. Others would drink the salt water and later succumb to death.

The crew struggled with the elements and frequent shark attacks for four days before a PV-1 Ventura anti-submarine patrol plane, piloted by Lt. Wilber C. Gwinn, spotted them. Gwinn radioed the base at Peleliu alerting the command that he spotted many men and debris in the water. After transmitting the message Gwinn proceeded to drop a life raft and radio transmitter to the crew afloat. Cox described seeing the plane as the happiest day of his life.

"The hair on my head stood straight up," said Cox. "I was so happy."

The base at Peleliu dispatched Lt. R. Adrian Marks in a PBY seaplane to report the situation and lend assistance. While enroute to the survivors, Marks flew over USS Cecil Doyle (DD 368) and radioed her captain of the situation. Acting on his own authority, the captain of the Doyle decided to change course and divert to the scene.

The PBY finally arrived and began to drop life rafts along with some supplies to the men. As Marks flew overhead he witnessed the men being attacked by the vicious sharks circling in the water. Disobeying his standing orders, Marks landed his seaplane on the open sea and began picking up the men who were at the greatest risk of shark attack.

Learning the Sailors were the crew of Indianapolis, Marks radioed the news to the captain of the Doyle and requested he provide immediate assistance. Marks and his crew continued to taxi the water and pick up the men. When his plane became full with the survivors he started to tie the men to the wings with parachute cord to keep them out of the water. The wings, over burdened with the weight, became so damaged that the plane could never fly again and was eventually sunk after the rescue.

The Doyle arrived late that night in total darkness. To avoid sailing into the survivors and possibly further injuring or killing them, the captain decided to disregard the safety of his vessel and pointed the ship's largest searchlight into the dark sky to be used as a beacon for the crew of the Indianapolis and other rescue ships.

"That night there was this bright light shining," said Cox. "It was like a light from heaven."

After almost five days of being in the water, those who survived thirst, exposure, injury and constant shark attacks were rescued. Of about 900 Sailors who survived the Japanese attack, only 317 managed to remain alive in the water. Many of the survivors suffered from severe burns and had to endure painful treatment for many months before being discharged.

It was not until a few months after the rescue that the survivors were notified what the mysterious cargo was that the Indianapolis was carrying. Most of the men received word about the atomic bomb by way of newspapers. The stories described what they had delivered to the island of Tinian and what was eventually dropped on Hiroshima by the "Enola Gay", ultimately helping to bring an end to World War II.



# Thoughts from the Senior Medical Officer (SMO): ENERGY DRINKS

Shipmates: In a perfect world our Ronald Reagan Sailors will not over socialize or play X-Box all night long, they will get good sleep, and they will eat three meals a day, while also drinking lots of water and Gatorade.

In reality, we all know that the chow lines are long and meal time is limited. The convenience of "junk" food and energy drinks seems to bridge the gap at least in the short run.

The problem is that CVN duty can be one of the most physically challenging and dangerous duties in the Navy, – even away from the flight line. As history has shown, this reality demands Sailors that are physically fit, alert, and properly hydrated and rested.

Over time, the consumption of store "junk" food degrades physical fitness and over-all "brain power" because it typically lacks all the nutrients our body needs. When this behavior is coupled with Energy drinks the results can be dangerous or even deadly.

Energy drinks include high levels of caffeine which can cause heart palpitations and dangerous arrhythmias. These effects typically begin after two or more energy drinks, but in some Sailors they can occur after only one.

Another major problem with Energy Drinks is that they are very potent diuretics. In other words they make you "go pee" ... a lot! After only 48 hours of chronic Energy Drink use - a Sailor slowly becomes dehydrated and they lose critical

electrolytes (vitamins & minerals) that make a Sailor's heart beat and their muscles work. Electrolytes are good ingredients that your body needs (found in many sports drinks like Gatorade)

**Sailors who abuse Energy drinks come in to medical feeling extremely dizzy and sick to their stomach, along with very painful muscle cramping. This last underway, Medical was seeing up to a dozen of these Sailors a day – some with near full-body muscle cramping - indicative of severe dehydration and electrolyte loss.**

Shipmates – we need to take better care of ourselves - and each other. Stop and think about how you eat, drink, and rest. It can possibly be matter of life and death on an aircraft carrier. Don't be afraid to remind junior Sailors how junk food and Energy drinks not only hurt them, but it hurts the entire crew. Let's break away and lead the fleet with responsible use of these products.

In the end shipmates, you are all adults. Our job as Navy leaders is to educate ourselves and our junior sailors as best we can. We then make stick & rudder corrections as we go, always expecting adult behavior.

Let's make our expectations clear regarding irresponsible use of junk food and Energy drinks, and if our shipmates let us down, let's hold them accountable and educate them better.



## SAFETY PROFESSOR'S TIPS OF THE MONTH

- 1 YOU CAN'T ORM SOMETHING THAT'S STUPID INTO SOMETHING THAT'S SMART.
- 2 WHEN YOU SEE A COWORKER OR SHIPMATE DOING SOMETHING WRONG OR RISKY, SPEAK UP. GET INVOLVED. DON'T LET THEM LEARN THE HARD WAY IF YOU CAN HELP IT.
- 3 DO YOU KNOW OF AN UNSAFE SITUATION? IT IS YOUR DUTY TO YOURSELF AND YOUR SHIPMATES TO REPORT IT! USE THE SAFETY HAZARD REPORT (OPNAV 3120/5) FORMS, LOCATED ON THE SAFETY GIPPERNET AND SUBMIT IT TO THE SAFETY OFFICE. YOU MAY SUBMIT THESE HAZARD REPORTS ANONYMOUSLY, IF DESIRED, JUST AS LONG AS YOU REPORT IT!



### SAFETY PHOTO OF THE WEEK

This picture made my day. It features three items – gas can, motor scooter, and a case of beer - any one of which can be dangerous in itself. The presence of a helmet doesn't put my mind at ease either. Remember, if you plan to drink, have a plan. Spend a few bucks on a taxi...it beats spending thousands on a lawyer or even worse – getting someone hurt or killed. Stay classy and safe San Diego!!



# PHYSICAL THERAPY CORNER

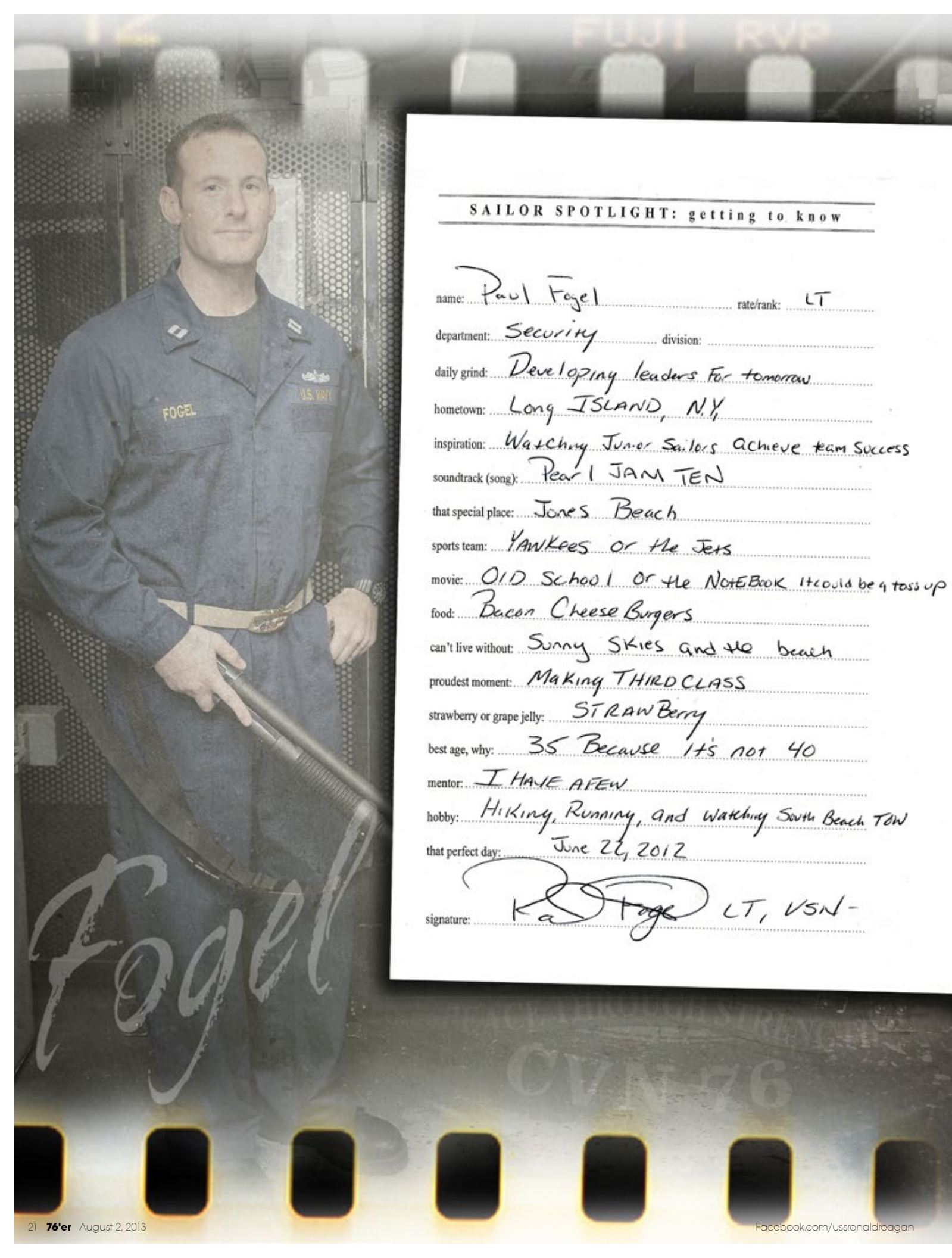
LT Tarrillion  
HMI Pagan

## Navy Operational Fitness and Fueling Series (NOFFS)

The Navy Operational Fitness and Fueling Series (NOFFS) is designed to provide the Navy with a "world-class" performance training resource for Sailors, as well as Navy health and fitness professionals. Using the latest sports science methodologies, the logic engine for NOFFS combines both human performance and injury prevention strategies, resulting in safer training while yielding positive human performance outcomes. The exercises used in the NOFFS product are designed to replicate the activities Sailors conduct in their operational duties: lifting, pushing, pulling and carrying. Developed as a complete fitness package, the Fueling aspect of this resource provides Sailors with the tools required to make healthy nutrition choices in both shore-based and operational environments. <http://navyfitness.org/fitness/noffs>



If your department is interested in scheduling an introductory course in the NOFFS program please contact the FITBOSS and LT Tarrillion for personalized instruction. For further information visit the above website or download the NOFFS application available on IPHONE



**SAILOR SPOTLIGHT: getting to know**

name: Paul Fogel rate/rank: LT

department: Security division: \_\_\_\_\_

daily grind: Developing leaders for tomorrow

hometown: Long Island, N.Y.

inspiration: Watching Junior Sailors achieve team success

soundtrack (song): Pearl Jam TEN

that special place: Jones Beach

sports team: Yankees or the Jets

movie: Old School or the Notebook It could be a toss up

food: Bacon Cheese Burgers

can't live without: Sunny Skies and the beach

proudest moment: Making THIRD CLASS

strawberry or grape jelly: STRAWBerry

best age, why: 35 Because it's not 40

mentor: I HAVE A FEW

hobby: Hiking, Running, and watching South Beach Tow

that perfect day: June 27, 2012

signature: Paul Fogel LT, USN-

AUGUST FLICK PICKS



**2GUNS**

A DEA agent and an undercover Naval Intelligence officer who have been tasked with investigating one another find they have been set up by the mob -- the very organization the two men believe they have been stealing money from.

**Director:** Baltasar Kormákur  
**Writers:** Blake Masters (screenplay), Steven Grant  
**Stars:** Mark Wahlberg, Paula Patton, Denzel Washington  
**Genres:** Action, Comedy, Crime



**We're the Millers**

Small-time pot dealer David hires a phony family as camouflage to bring two metric tons of weed from Mexico to Colorado. This plan includes working with cynical stripper Rose as his faux wife, along with homeless teen Casey and geeky neighborhood kid Kenny as their offspring.

**Director:** Rawson Marshall Thurber  
**Writers:** Bob Fisher, Steve Faber  
**Stars:** Jennifer Aniston, Emma Roberts, Jason Sudeikis  
**Genre:** Comedy



**The Wolverine**

Summoned to Japan by an old acquaintance, Wolverine becomes embroiled in a conflict that forces him to confront his own demons.

**Director:** James Mangold  
**Writers:** Mark Bomback (screenplay), Scott Frank (screenplay)  
**Stars:** Hugh Jackman, Tao Okamoto, Rila Fukushima  
**Genres:** Action



**Elysium (I)**

In the year 2154 two classes of people exist: the very wealthy who live on a pristine man-made space station called Elysium, and the rest, who live on an overpopulated, ruined Earth. Secretary Rhodes, a government official, will stop at nothing to enforce anti-immigration laws and preserve the luxurious lifestyle of the citizens of Elysium. That doesn't stop the people of Earth from trying to get in, by any means they can. When unlucky Max is backed into a corner, he agrees to take on a daunting mission that if successful will not only save his life, but could bring equality to these polarized worlds.

**Director:** Neill Blomkamp  
**Writer:** Neill Blomkamp  
**Stars:** Matt Damon, Jodie Foster, Sharlto Copley  
**Genres:** Action, Drama, Sci-Fi

# WARRIOR ETHOS



PEACE THROUGH STRENGTH  
CVN 76

“ Good leadership involves responsibility to the welfare of the group, which means that some people will get angry at your actions and decisions. It’s inevitable, if you’re honorable ”

*COLIN POWELL*  
65TH UNITED STATES SECRETARY OF STATE



USS RONALD REAGAN

SAILORS HELPING SAILORS. ONE TEAM. ONE FIGHT.