

The 76er

April 25, 2014

**14 MINUTES
IN
PEARL
HARBOR**

**QMCS KUROSKI:
CHANGING
COURSE**



“The Program “

DoD dining facilities that implement Go for Green® categorize the foods on their menus as green, yellow, or red.

“Green”: eat often (high-performance foods)

“Yellow”: eat occasionally (moderate-performance foods)

“Red”: eat rarely (low-performance foods)

With Go for Green® DFAC facility diners can easily more identify nutritious foods that fuel the body and brain best. The program encourages warfighters to take an active role and select foods that can optimize performance.

Check out our pages for health care providers, leaders, food service professionals and warfighters on the new Go for Green® website <http://hprc-online.org/nutrition/go-for-green>.

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Go for Green®, Eat Well to Perform! Choose “Green”-labeled foods most, “Yellow” in moderation, and “Red” infrequently. <http://ow.ly/udxTY>

Suggested Twitter Posts

To feel, work, and think better, Go for Green®! Choose “Green”-labeled foods in your DFAC to get performance nutrients. <http://ow.ly/udxTY>

Go for Green®, Eat Well to Perform!



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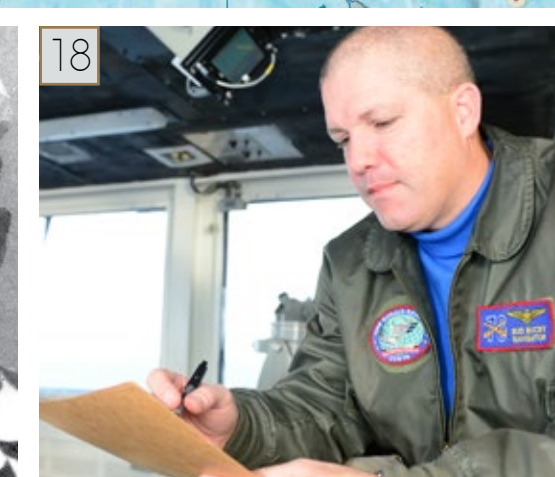
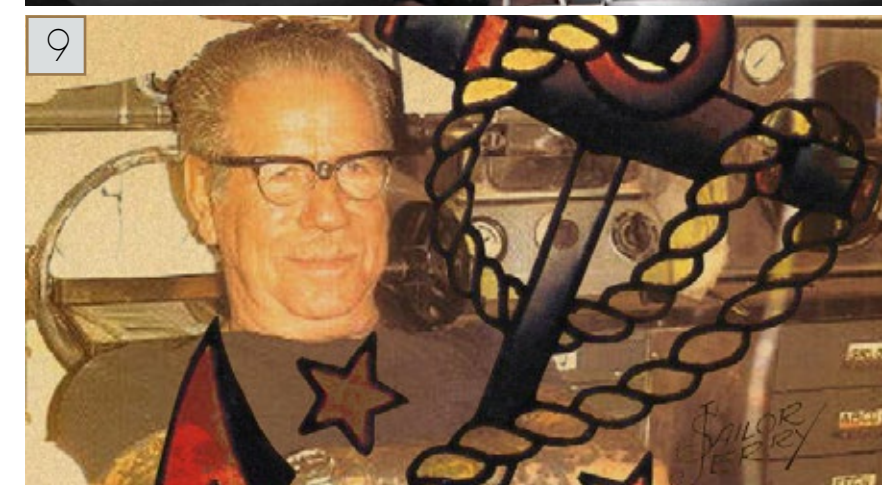
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CHANGING COURSE

STORY BY MC3 TORRIAN NEEMAN

IMAGINE MAKING YOUR WAY THROUGH A WORLD VOID OF LIGHT, WHERE DARKNESS ENVELOPS EVERYTHING AROUND YOU. NO MATTER WHAT DIRECTION YOU MOVE, IT'S DIFFICULT TO FIND YOUR BEARINGS AND TO MOVE WITH PURPOSE. THE FIRST SAILORS WHO VENTURED OUT ONTO THE VAST, ROLLING, AND OFTEN UNFRIENDLY SEAS FELT LIKE THEY WERE SAILING INTO DARKNESS, ATTEMPTING TO NAVIGATE INTO THE UNKNOWN.

The story of navigation is one of slow and steady progress, comprehension and readjustment. Ancient mariners looked to the constant substance of the physical world - particularly the sun, the moon, and the stars - and used them to comprehend and find their way in the world - particularly the sea.

As exploration, wealth and conquests motivated men to take to the sea, they ventured off to far-away, unknown lands. Above all else, they needed to know where they were going - to be on the right path. In many ways, navigation was a leap of faith long before it became a science.

Over the centuries, sea routes were charted on paper and the compass was developed. For 237 years, the U.S. Navy has used these tried and true methods to navigate the world.

The USS Ronald Reagan (CVN 76) navigation team took its own leap into the unknown, using electronic navigation primarily for the first time during the ship's most recent underway, which began March 17th.

Senior Chief Quartermaster (SW/AW) James Kuroski led the way, as navigation department transitioned to the cutting edge of seagoing navigation - electronic charting.

While Kuroski is right in the middle of Reagan's present and future of course-plotting, the navigation department's leading chief petty officer has also been around U.S. Navy history, previously serving aboard USS Constitution, our nation's oldest commissioned ship, which was built in 1794.

"There's a tangible presence of the heritage of the Navy on that ship," said Kuroski.

Kuroski said he could feel a patriotic energy coursing through the decks of "Old Ironsides," a nickname given to the ship during the War of 1812, during which she easily defeated the HMS Guerriere, whose cannons were unable to cause damage to the Constitution's hull.

"I could touch the copper spikes that hold the hull together - tools that were forged by the hands of Paul Revere; it is tangible evidence of those who came before us," Kuroski said.

As a member of the crew, Kuroski gave public tours and recounted the history of some of our Navy's first Sailors. They were often barefoot seafarers who climbed the tall masts in heavy winds and without harnesses. Oftentimes, these rough adventurers didn't enjoy comfort or amenities in their lives as Sailors.

In the years leading up to his service in the Navy, Kuroski encountered his own discomforts, which eventually led him to a life at sea.

At 30, he was finishing school and had a good job in retail food sales, but he began to notice that things were a bit awry in the workplace.

The owner of his company was arrested for tax-related crimes. Kuroski saw other leaders within the organization doing unethical and illegal things and knew he needed to find a new and honorable way to make a living. April 12th, 1995, he changed his course by enlisting in the U.S. Navy.

Kuroski kicked off his career like many enlisted Sailors before him - as a deck seaman. Even as a low man on the totem pole, Kuroski had high goals for himself.

"I wanted to make rank," Kuroski said. "I wanted to make a difference for the country."

The value of hard work was engrained in Kuroski at an early age. Now a part of who he is, it has served him well over the years. Whether he was sweeping or swabbing the deck, or telling others about the early U.S. Navy, he was determined to be the best.

"If I was giving a tour, I was going to be the best at it because my little piece, my little contribution, I learned a long time ago - made a difference," said Kuroski.

Kuroski was determined, proud and ambitious. He quickly moved up the ranks, striking Quartermaster in 1999, and earning the rank of petty officer third class the following spring.

He earned his master helmsman qualification during a four-year tour aboard USS Enterprise (CVN 65). Shortly after the terrorist attacks of September 11, 2001, he reported for duty aboard USS Constitution and was promoted to petty officer first class.

"I loved being on the ship and being in Boston, telling the public how great the Navy is," said Kuroski. "It doesn't matter that I'm not the president of the United States, what matters is that I give 110 percent every day."

As a leader of men and women, Kuroski believes good communication and sharing information is the linchpin to organizational success. He remembers what it was like to be an uninformed junior Sailor.

CONTINUED

"When I was coming up, I didn't always get information right away. We didn't always know what we were doing or when we were doing it and that bothered me," said Kuroski. "As soon as I know something, my Sailors know too. That is a huge morale booster."

According to his team, Kuroski's unique brand of leadership is not only informative and nurturing, but it has its lighter moments too. According to Quartermaster 3rd Class Lisa Hutchins, Senior Chief Kuroski will often enter a space and begin singing Beastie Boys lyrics without prompting.

"He constantly makes us laugh," Quartermaster 3rd Class Ingrid DevinKayne said of Kuroski's anecdotal sea stories.

According to DevinKayne, Kuroski's leadership style is also steady and predictable. He encourages his Sailors to approach him with mistakes or questions, because they know and trust that he will treat them all fairly and equitably.

"He is always fair," said DevinKayne.

"I know what it was like to have somebody come in in a bad mood, or in some cases, a happy mood," said Kuroski. "You can always ask me something and I'm not going to blow up; you can always share a mistake and I'm going to show you the way ahead. When I'm approachable, my Sailors trust and communicate with me, and I respond to them in a consistent manner."

Kuroski's pride comes from within. He loves his rate, respects his fellow quartermasters, and believes in doing things the right way every time.

"Do the right thing because it's the right thing to do, not because someone is standing behind you with a stick, or in front of you with a hundred dollar bill; it has to come from inside you," said Kuroski.

He could not be more proud of his team.

"I am really proud of every single one of them. When they are taking the rating exams, I'm sitting there watching them fill in their bubbles, taking great pain and being thoughtful about every single answer. I feel

like I am taking it with them," said Kuroski.

He credits the junior quartermasters for making Reagan's historical transition to electronic navigation an effortless endeavor.

"I see a group of Sailors that works together as a team; they are all sharp. They operate at such a high level and they're able to adapt," said Kuroski.

Over the course of Kuroski's 19-year career, he has learned from both the positive and negative experiences.

"When I worked for somebody who maybe wasn't the best leader in the world, I probably spent more time with that person, because I wanted to learn why they became that way and then tried not to do the same," said Kuroski.

Before reporting aboard Reagan, Kuroski taught at the U.S. Naval Academy, where he served as the senior enlisted leader to more than 4,500 midshipmen.

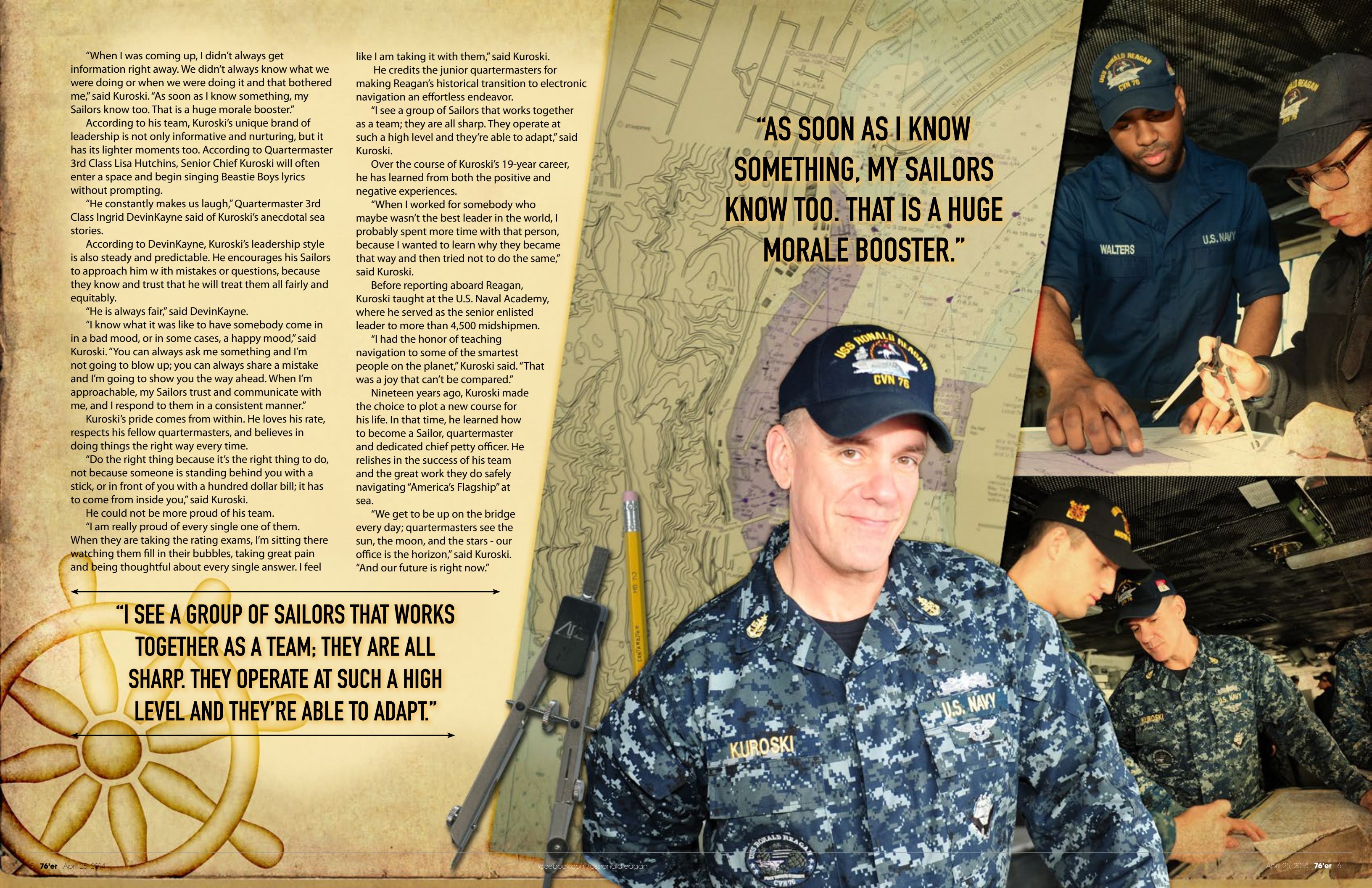
"I had the honor of teaching navigation to some of the smartest people on the planet," Kuroski said. "That was a joy that can't be compared."

Nineteen years ago, Kuroski made the choice to plot a new course for his life. In that time, he learned how to become a Sailor, quartermaster and dedicated chief petty officer. He relishes in the success of his team and the great work they do safely navigating "America's Flagship" at sea.

"We get to be up on the bridge every day; quartermasters see the sun, the moon, and the stars - our office is the horizon," said Kuroski. "And our future is right now."

"AS SOON AS I KNOW SOMETHING, MY SAILORS KNOW TOO. THAT IS A HUGE MORALE BOOSTER."

"I SEE A GROUP OF SAILORS THAT WORKS TOGETHER AS A TEAM; THEY ARE ALL SHARP. THEY OPERATE AT SUCH A HIGH LEVEL AND THEY'RE ABLE TO ADAPT."



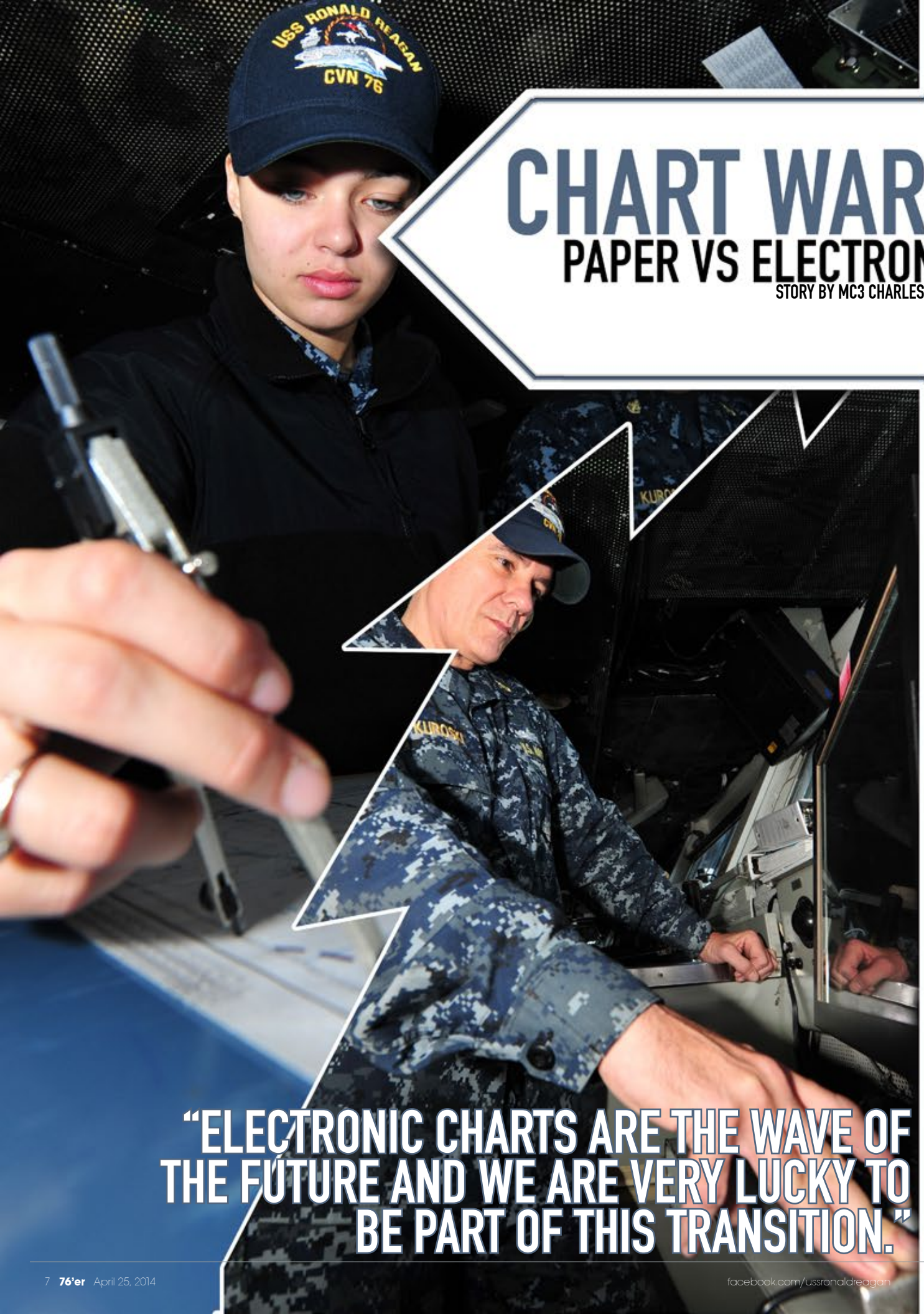


CHART WARS: PAPER VS ELECTRONIC

STORY BY MC3 CHARLES GADDIS

“ELECTRONIC CHARTS ARE THE WAVE OF THE FUTURE AND WE ARE VERY LUCKY TO BE PART OF THIS TRANSITION.”

Line handlers bring in the last line that secured the ship to the pier. The boatswain's mate on watch blows a whistle blast over the 1MC and passes the word, "Underway - shift colors." Immediately and simultaneously, the ensign at the flagstaff and the jack at the jackstaff are hauled down smartly, while the steaming ensign is run up smartly to the gaff. These simple actions bring a warship like USS Ronald Reagan (CVN 76) to life.

There is an undeniable energy on the ship's bridge. The commanding officer is on deck, ensuring safe passage as the ship makes its way to the open ocean. The well-choreographed watch team acts as one, each member doing his or her duty with diligence and determination.

On the starboard side of the bridge, a few enlisted Sailors huddle around a small table littered with maps and charts. They are the quartermasters, charged with safe passage of the ship, maintaining strict records of navigation, and keeping track of where the ship is going.

"The quartermasters are responsible to the commanding officer, navigator and the officer of the deck for the safety of the ship's navigation," said Senior Chief Quartermaster James Kuroski, navigation department leading chief petty officer. "We accomplish this by maintaining a dead reckoning (DR) plot. We are also responsible for the upkeep of all navigation spaces, including the bridge."

Quartermasters also maintain the ship's log and keep the officer of the deck informed on the ship's position, alerting the watch team to any significant course and speed changes. They also act as the signalman and transmit and/or receive visual signals from other ships. These enlisted experts in navigation are integral to successful at-sea operations.

"We are aides to the captain and navigator during evolutions like flight operations and anchoring," said Quartermaster 2nd Class Juli Childress. "We communicate with the bridge to ensure safety and give the alert if anything goes wrong. If we are in hostile waters, we communicate visually with our allied ships if necessary."

As the Navigator's team, quartermasters have been plotting the ship's position on paper charts since the U.S. Navy's inception 238 years ago. However, during the recent tailored ship's training availability, Reagan's navigation team began using electronic charts.

"The charts are used to show a legal record of the ship's navigation," said Kuroski. "All paper and electronic charts and associated logs are there to plan, observe and recreate the ship's navigational activity."

Reagan now uses the Voyage Management System, (VMS 8.3) which is an Electronic Chart Display in addition to the Information System-Navy, (ECDIS-N) or a Mercator Projection Chart. They are both electronic depictions of the ship and its surrounding area, including contacts.

"We use paper and electronic charts to plan voyages, mark hazards, caution area notes, and determine our position in the world," said Childress.

While paper charts are a tried, tested and proven method that has served the Navy well for more than 200 years, the technique has been refined many times over.

"Paper charts allow us to visually see a wider area without having to wait for a plan to load," said Childress. "Personally, paper doesn't strain the eyes to look at like a screen does for four or more hours."

Paper charts show a wider view of the area than VMS, but VMS uses Global Positioning System (GPS) to verify the ship's location.

“THE CHARTS ARE USED TO SHOW A LEGAL RECORD OF THE SHIP'S NAVIGATION, ALL PAPER AND ELECTRONIC CHARTS AND ASSOCIATED LOGS ARE THERE TO PLAN, OBSERVE AND RECREATE THE SHIP'S NAVIGATIONAL ACTIVITY.”

"Electronic charts tell us where we are, paper charts tell us where we were," said Kuroski. "Electronic charts also store each track that we create, no longer will we have to erase old tracks and lay down new ones in pencil. They are saved in the system's memory."

The Reagan has used electronic charts before, but it was as a cautionary awareness tool.

"We have been using VMS for over five years," said Kuroski. "We became interim certified to use electronic charts the minute we sounded the ship's whistle and got underway for the tailored ship's training availability in March," said Kuroski. "We have always used them as a situational awareness tool."

With increasing technological advances, electronic charts have become more reliable, manageable and easier to use.

"Electronic charts are the wave of the future and we are very lucky to be part of this transition," Kuroski said. "It will make us more competent to train future generations of quartermasters."

TATTOO

PART 1: HISTORY

STORY BY MCSN JONATHAN NELSON

It's the summer of 1935. The battleship USS California (BB 44) cuts through sparkling blue-green waters, as seagulls follow in the afternoon sun. As the Pacific Fleet flagship slowly steams into its homeport of Pearl Harbor, leather-skinned fishermen perch on distant, craggy rocks and cast hand-thrown nets into the sea.

For many members of the crew, returning to the "Gem of the Pacific" for hard-earned liberty means a slice of tropical paradise - one of cooling waters, warming sunshine and fragrant gardens. For others, it means trading in the sun and lush green landscapes for shadows, seedy bar fronts and back alleys of Honolulu's Hotel Street - the epicenter of the city's depravity district.

The moment mooring lines are tied up to the pier; hundreds of Sailors scurry from the ship. A young Sailor's liberty plan is simple - find the amazing downtown tattoo shops he's heard his buddy's scuttlebutt about.

After making his way to Honolulu, he wanders through the door of a

parlor and spots a man clad in a simple white t-shirt, cigar pipe stoked, and arms covered in tattoos.

The tattooed stranger greets him with a wave and a smile, "Hello Sailor, where have you been?"

While tattoos and other Hotel Street attractions were in vogue for Pacific Fleet Sailors, body art didn't originate in Navy towns. So where did it all begin?

In 1769, Captain James Cook discovered native Polynesians on his first voyage to the Pacific. The natives were heavily tattooed as part of tribal customs, using tools made of bone and shell to mark intricate designs into their skin.

Nevertheless, the painful manner in which they practiced their art did not dissuade the Sailors accompanying Cook from following suit - Sailors were on their way to becoming synonymous with tattoos.

The Sailors of Cook's crew were among the first European men to receive permanent body art. This marked the birth of a trend among the Royal British Navy, and by the 19th Century, 90 percent of Sailors had body ink.

Over the years and across the seven seas, a unique language of maritime tattoos was formed. Sailors received markings that meant specific things or served as a reminder of their worldly travels. For example, a dragon might represent a port

call in China, a swallow could signify 5000 nautical miles traveled, and a Sailor whose body was decorated with the image of turtle could mean he had crossed the equator. Tattoos even served as a Sailor's business card; deckhands had rope tattooed around their wrists. Artistic Sailors even returned home and founded tattoo parlors in homeports and hometowns.

Tattoos became fast fashion for worldly Sailors who helped spread it across the globe and throughout history. It was only a matter of time before body art made its way to America and became a craze among U.S. Sailors as well.

One American Sailor in particular, is responsible for the current brand of American Sailor tattoos.

Norman Keith Collins, better known as Sailor Jerry, was born January 14, 1911 in Reno, Nevada, but grew up in Northern California. When he was young, he rode freight trains across the country and learned the art of hand-pricking tattoos from a man named "Big Mike."

In the 1920's Collins traveled to Chicago and met Tatts Thomas, who taught him how to use a tattoo machine. This new machine made drawing tattoos far easier and less dangerous, decreasing the chance of infection. After learning this art, Collins joined the Navy at the age of 19.

Sailor Jerry, as he was known, sailed the Pacific Ocean during his time in the Navy. He visited ports in Southeast Asia, where the culture and art heavily influenced his style of tattooing - so much so, he brought it back to the States.

Collins settled in Hawaii in the 1930s, opening his own tattoo parlor on Hotel Street in Honolulu. The man was well known for his fondness of white t-shirts that exposed his heavily tattooed arms.

Collins revolutionized the tattoo industry and introduced a completely new style, as well as technological advances in the art of tattooing.

He expanded the array of colors available for tattoos by developing his own save pigments. He created formations that embedded pigment into the skin with significantly less trauma. Collins was also one of the first artists to use single-

use needles and an autoclave for sterilization. His work was so widely copied that he began printing "The Original Sailor Jerry," on his business cards.

His attention to detail was second to none; some say that the depiction of ship's rigging in his nautical tattoos was completely accurate. The style of tattoos he created had a distinct element of the salty, rogue American Sailor mixed with the flair of the Far East.

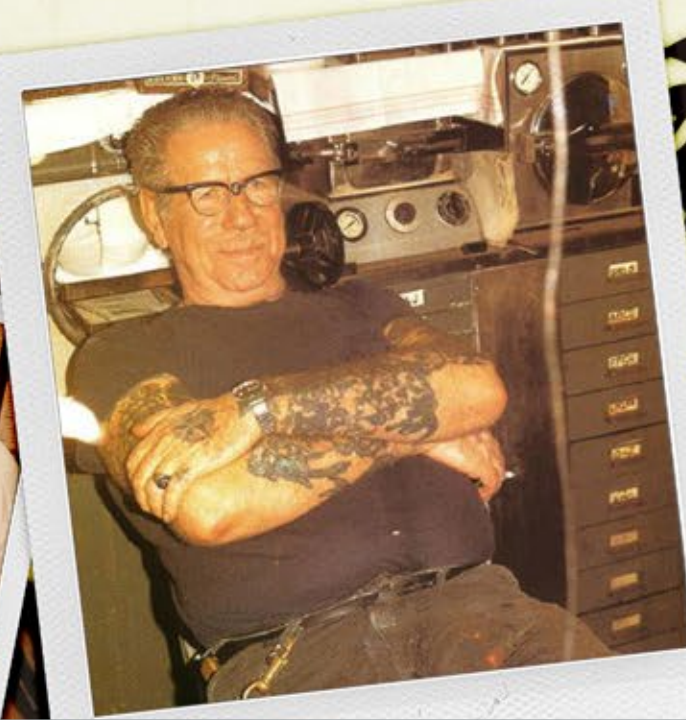
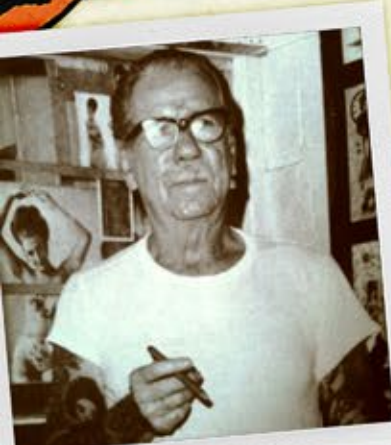
Sailing and tattooing were Collins' first love. But they weren't his last. He also played saxophone in his own dance band and hosted his own radio show where he was known as "Old Ironsides." A prolific writer, he also communicated with many pen-pals throughout the world.

Collins' art lives on today through his two protégés: Ed Hardy and Mike Malone, both of whom have become prominent tattoo artists in their own right. Hardy is known for sophistication in the large tattoos he creates. Malone, who is also known as "Rollo Banks," is known for boldness and distinctive designs.

A Sailor for his entire life, Collins worked as a licensed skipper of a large three-mast schooner during his career as a tattoo artist. His tattoos were extremely popular among the Sailors of his time, and have regained popularity among modern day Sailors and hipsters.

Norman Collins died in 1973 at the age of 62. He is buried in the National Memorial Cemetery of the Pacific, a military cemetery located in the Punchbowl Crater in Honolulu. His distinctive style and contributions to the field of tattooing have made an impact felt even today.

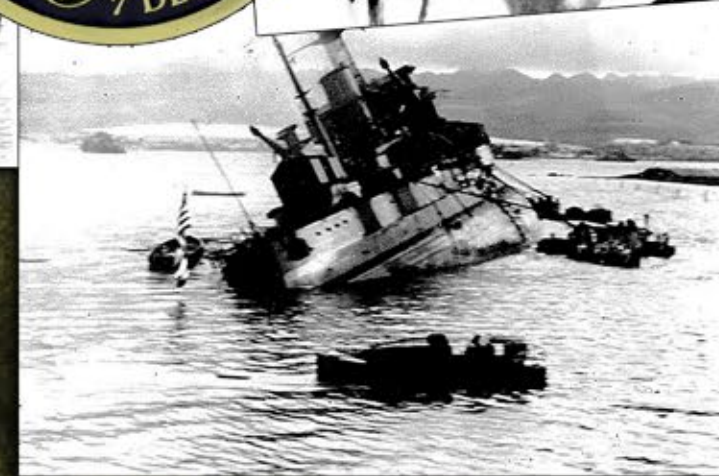
Whether in Honolulu, Hong Kong or San Diego, Sailors are still fixtures in tattoo parlors. Like the Sailors of yore - 1930s battleship warriors of the Pacific and beyond, today's seafarers flock to parlors out of curiosity or their desire for body art from the hottest tattoo artists around. Sailor Jerry's shop on Hotel Street has been closed for decades. Thanks to a uniquely distinct style of tattoo craftsmanship and hundreds of artists who were inspired by and try to emulate his extensive body of work, his legacy lives on.



Peter Tomich

14 MINUTES

STORY BY MC3 ANDREW ULM



As the sun rose over the horizon, illuminating Pearl Harbor, Hawaii, Sailors on duty were relaxed, but anxiously awaiting to be relieved by the oncoming duty section. Others were sleeping in, enjoying the liberty weekend, while others arose early for breakfast en route to their duty station or to one of Hawaii's beautiful beaches.

They were all oblivious to what was happening just a few miles away at Kaneohe Bay.

A massive Japanese fleet rode the high seas of the mid-Pacific to just about 200 miles outside of the Hawaiian island of Oahu. The Japanese carriers turned into the wind, and unleashed the fury of 360 highly trained and lethal bomber pilots ready to launch a surprise attack on the American Naval Base at Pearl Harbor.

On the northwestern edge of Ford Island, the USS Utah (AG 16) was moored, a mere shell of its former self. After having its keel laid in 1909, the 32-year old former battleship (BB 31) was a salty veteran by December 7, 1941.

However, this aged and mighty man-o-war still had a purpose - and a brave crew whose mission was to train American pilots how to drop bombs on enemy warships. The deck of Utah was refurbished with 6 by 12 inch timber to keep the practice bombs from crashing through its surface and decimating the crew below.

One member of that brave crew was Chief Watertender Peter Tomich, born in Prolog, Austria, known today as Yugoslavia. Tomich immigrated to the United States in 1913 and at the onset of World War I he enlisted in the U.S. Army. After a few years as a G.I., Tomich earned his U.S. citizenship and traded in his combat boots for U.S. Navy dungarees.

Through hard work and by producing results, Tomich earned a reputation as one of the best watertenders in the Pacific Fleet. He and his gang ran the ship's fire room, ensuring boilers were supplied with ample amounts of water. This was hot, uncomfortable, and dangerous work, if boiler water levels went low, steam engines of the era were known to explode. USS Utah was his home and to

him, shipmate was synonymous with family.

Before the first Japanese torpedo hit, the crew of the Utah was still eating breakfast and the American flag was being hoisted on the fantail. Moments later, chaos reigned and shattered peaceful Pearl Harbor.

Shortly after morning colors, a torpedo cut through Utah like a knife through butter. As seawater penetrated its hull, Utah's passageways and berthing spaces were flooded by an uncontrollable flow of water. Like a boxer going in for the knockout blow, Japanese bombers delivered a second torpedo that struck the side of the already doomed ship, bringing the punch-drunk battleship to its figurative knees.

"All hands on deck!" erupted over the 1MC. Utah was in danger of sinking and the crew needed to prepare for possibly abandoning ship.

As the crew scrambled for daylight, a single figure could be seen headed

in the opposite direction - strangely, he ran into the belly of the storm.

Chief Tomich knew that if he didn't secure water to the ship's boilers, their tanks would rupture and undoubtedly explode.

"Get out!" he yelled, projecting his voice over the sound of terror stricken Sailors, twisting metal and a capsizing ship. "Get topside! Go! The ship is turning over! You have to escape now!"

Ignoring his own order to evacuate the sinking ship, Tomich ran down to the boiler room while the rolling and sinking ship closed in around him.

Moving from valve to valve, Tomich secured the boilers and released the steam that would have turned the entire ship into a floating fireball that would've likely killed everybody on board.

"GET TOPSIDE! GO! THE SHIP IS TURNING OVER! YOU HAVE TO ESCAPE NOW!"

By 8:05 a.m., Utah was on its side, listing 40 degrees into the channel. When the crew surfaced from the depths of the ship, they came face to face with World War II.

Japanese fighter planes strafed the deck with machine gun fire. The huge timbers that once protected the men from dummy bombs, now shifted with each explosion, trapping and crushing bodies.

Tomich continued tending to the cooling boilers despite the ship's list and the rising waters. As death and destruction closed in on him, he continued securing and stabilizing the boilers - a selfless act that would buy his shipmates precious minutes to aide in their escape.

The mooring lines that held Utah shrieked and eventually snapped at 8:12 a.m., plunging the doomed ship into the channel. In 14 short minutes, USS Utah was laid to waste in its pier-side berth. Its masts plunged into the muddy floor of Pearl Harbor, as Tomich and 54 of his Navy brothers were forever entombed within.

Peter Tomich was posthumously awarded the Medal of Honor. However, his next of kin could not be located to receive the medal on his behalf. For Tomich, his family was the crew of USS Utah, many of whom perished on board with him.

For two years, the medal was displayed aboard USS Tomich (DE 242), a destroyer bearing his name. After the ship was decommissioned in 1946, Utah Governor Herbert B. Maw made Peter Tomich an honorary citizen of the state and in 1947, held Tomich's Medal of Honor.

Forty-two years later, the U.S. Navy reclaimed the medal and placed it prominently within the newly built Senior Enlisted Academy's Tomich Hall in Newport, R.I. The building includes dormitory rooms, classrooms, office space, and a lecture hall. Tomich's Medal of Honor, his photo, and biography were prominently displayed on the building's quarterdeck until 2006, when members of his family were located.

Adm. James Lunney, who was a teenaged Sailor during the Pearl Harbor attack, saw first-hand the devastation the Japanese navy delivered to the U.S. Fleet and the capsized hull of USS Utah. At that moment in Pearl Harbor, Lunney became Tomich's biggest champion. He knew somewhere, Tomich had a family and that his Medal of Honor should be presented to them. In 1997, Lunney tracked down Tomich's next of kin, in his hometown of Prolog.

Nine years after Tomich's family had been located, Lunney had to cut through seemingly endless red tape and politics to present the medal to its rightful owner, Srecko Herceg Tonic - Tomich's distant cousin and last living relative.

Aboard the USS Enterprise (CVN 65), May 18, 2006, Srecko Tonic was presented Peter Tomich's Medal of Honor from Adm. Lunney, who quoted former president John F. Kennedy during the presentation ceremony.

"A Nation reveals itself by the men it produces, but also by the men it honors, and honors the men it remembers," Lunney said. "Today we honor Chief Tomich and we will always remember him."

"A NATION REVEALS ITSELF BY THE MEN IT PRODUCES, BUT ALSO BY THE MEN IT HONORS, AND HONORS THE MEN IT REMEMBERS."



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FOUO: THROUGH THE LENS

Battle of Coral Sea

STORY BY MCC TERRY FEENEY

The Battle of Coral Sea has long been recognized in all naval histories as (a) the first naval battle fought at long range by carrier pilots and one in which adversaries did not see each other, (b) a battle that persuaded the Japanese to postpone their efforts to seize Port Moresby, (c) a battle that enabled the American victory four weeks later at the Battle of Midway, (d) the battle which solidified the usefulness of the U.S. Navy's intelligence and code breaking efforts, and (e) the battle that is generally minimized in the rush to examine and explain the Battle of Midway.

The Battle of Midway overshadowed that of Coral Sea, which is nevertheless important. The victory at Midway would have been highly unlikely without the strategic victory at Coral Sea. The U.S. Navy learned several lessons at Coral Sea; the most important being that the Japanese were not invincible – they could be defeated. Coral Sea marked the first time a Japanese objective was thwarted. Within 30 days, the Battle of Midway supplanted the Coral Sea media coverage, but thereafter the Battle of Coral Sea was pushed to the background and only given cursory coverage in the rush to examine and explain the victory at Midway. This does not do justice to the men of the ships and aircraft that fought in that battle. What they accomplished did matter and affected the outcome at Midway.

American intelligence gathering and code breaking not only increased and improved between Coral Sea and Midway, but so did the confidence by the chain of command of its usefulness. Adm. Chester W. Nimitz went against Adm. Ernest J. King's recommendation for the operation at Midway because he trusted his intelligence staff's analysis over the recommendation of the Washington-based code breaking staff. For Nimitz, proximity to the source of intelligence was the key. Nimitz's intelligence staff was located in Hawaii, whereas King was briefed by a staff in Washington, D.C. Granted, the Washington-based staff had other sources of information to use in their analysis, but much of their product was tainted by the political infighting between Hypo (Hawaii) and Negat (Washington).

Adm. Isoroku Yamamoto did not modify his plan for Midway after the loss of the two carriers at Coral Sea – especially after Adm. Matome Ugaki, the chief of staff of the Imperial Japanese Combined Fleet, changed the results of the Midway table top war games held during the Battle of Coral Sea. The Japanese failed to realize that what they had accomplished with lightening speed could be done to them.

From Pearl Harbor in December 1941 to the Battle of Coral Sea in May 1942, the Japanese won victory after victory over the Allies in the Pacific, even as the Japanese Naval General Staff and Combined Fleet Staff differed in their views of what should be the next step after Pearl Harbor. The Naval General Staff wanted to cut supply lines between Australia and the U.S. to prevent Australia

from being used as a naval air base by the allies to launch attacks on Japan from Dutch East Indies or Malaysia. Combined Fleet Staff, and Adm. Yamamoto, wanted to draw the American carriers away from Hawaiian waters, engage them, and destroy them. Naval General Staff argued that Japanese supply lines to Midway would be too long to sustain an occupation force. The Japanese Army, which held veto power over any plan that would require their assistance, would not support any plan that required the deployment of soldiers, drawing them away from China.

Japanese confusion about what to do next derived from the ease of victory at Pearl Harbor and various other offensives by the Japanese throughout the Pacific in December 1941. Their empire increased by 12.5 million miles in five months. Japanese strategy had been thoroughly planned up to the attack on Pearl Harbor, but not thereafter. The outline of operations states that the American Fleet will be destroyed, Malaysia occupied, communication and supply lines will be cut and strategic areas will be seized and developed; defenses will be strengthened in order to establish a durable basis for operations.

The second phase is rather vague. The operational policy mentions reconnaissance raids and severing supply and communication lines and areas designated for occupation or destruction, but no disposition of forces to accomplish these goals.

The dispersal of the Japanese fleet throughout the Pacific added to the confusion at the Naval General Staff. Without any clear mission except 'harass' the British, Adm. Nagumo's force wandered in the Indian Ocean, bombing British bases at Trincomalee, Ceylon and sinking the British carrier HMS Hermes April 19, 1942. Nagumo's force was recalled from the Indian Ocean to chase down the American carriers that launched the Doolittle Raid.

There were several setbacks for the Allies in the Pacific. The sinking of the Repulse and Prince of Wales; Hong Kong and Singapore gone, Guam and Wake, the Philippines and Corregidor. Lt. Col. James H. Doolittle's raid on Tokyo in April 1942 provided the only bright spot during these few months.

The Japanese had been told their home islands were invincible. When Doolittle's planes roared over Tokyo, everyone was surprised. The USS Hornet (CV 12), accompanied by USS Enterprise (CV 6), launched the 16 B-25B bombers from the flight deck 600 miles from Japan. The bombing itself did little damage to Tokyo; it was more psychological than strategic. Sixty-nine out of 80 Army Air Corps crewmen returned home. One crew was detained in Russia through the war.

It had a psychological effect on the Imperial Naval General Staff as well. Yamamoto had been pushing for a "decisive battle" to draw

out the American carriers. He believed that once the carriers were destroyed, Japan had a chance to win the war. Since the Doolittle raid had been launched from carriers only 650 miles from the home islands, the Naval General Staff finally agreed with Yamamoto and his plan to attack Midway.

Adm. Nimitz realized that his fleet was inferior to the Japanese. In a message to Adm. King, Nimitz wrote, "Pacific Fleet markedly inferior in all types to enemy. Cannot conduct aggressive action Pacific area except raids of hit and run character which are unlikely to relieve pressure Southwest Pacific."

Hit and run was exactly what Nimitz did. Japanese bases at Kwajalein, Wotje, and the northern Marshall Islands were raided by Adm. Halsey's forces in January 1942. Adm. Frank Jack Fletcher attacked targets in the southern Marshall Islands at about the same time. Nuisance raids, all they did was boost morale and provide necessary training for aviators and Sailors alike.

Before the attack at Pearl Harbor, U.S. carrier aviators had little practice with guns, bombs and torpedoes, because of budget issues. These hit and run raids were on the job training for many of the men; not just the aviators. The flight deck crews gained valuable experience launching, recovering, and refueling during combat operations. The men defending the ship in the gun turrets became more and more familiar with loading, sighting and firing their weapons at the fast moving, attacking Japanese aircraft.

The 27 days between the conclusion of the Battle of Coral Sea and the Battle of Midway were not wasted. Intelligence gathering made tremendous strides with more and more of the JN-25B code deciphered. Surviving aviators from the USS Lexington (CV 16) and USS Yorktown (CV 5) were able to share their experiences fighting the Japanese "Zero" with Hornet and Enterprise aviators. The after action reports from both Lexington and Yorktown were written and released by mid-May and included several suggestions for improvements in combat air communication, damage control and firefighting. The tactical victory at Coral Sea also aided in the evolution of carrier battle tactics.

The two biggest lessons learned were that the Japanese could be defeated and interoperability. Carrier tactics were in their infancy – and each battle fought increased knowledge on how to fight a carrier.

Even though Coral Sea was not technically a victory for the U.S., it demonstrated to the Allies, especially the U.S. Navy high command, that the Japanese could be defeated.

Rear Adm. Fletcher realized, as did Adm. Nimitz, communication between ships was key to any battle. Cruisers, destroyers, oilers, carriers... they all had to be able to communicate to coordinate any action. It became imperative during battle. Interoperability between ships and learning how to fight carriers was being learned

daily. A battleship-centric U.S. Navy was slowly learning that carriers were more than floating airports. The airplane was coming to the fore as the most important weapon in the Navy's arsenal.

Another lesson being learned was in the training pipeline for aviators. Unlike the Imperial Japanese Navy pilots, U.S. Navy aviators were sent back to the United States to train new pilots. They were able to give specific examples of how to defeat the Japanese Zero; and how to approach a ship on a bombing torpedo run. Japanese aviators were kept on their ships. Even when a ship was damaged, the Japanese did not disperse their pilots throughout the fleet – they stayed with the ship. As a consequence, once the experienced Japanese pilots were killed later in the war, there were no adequately trained pilots to take their place.

Intelligence gathering and analyzing experienced growing pains during the early part of the war. Code breaking was the most important function in intelligence. Analyzing, interpreting, and getting someone to listen became the challenge. Fortunately, Nimitz had faith in the Hypo intelligence staff. Nimitz acted on their suggestions.

Why would Adm. Yamamoto, after losing one-third of his strike force, not try to regroup after the Battle of Coral Sea? Would six Japanese carriers have made a difference at Midway? As it was, there were close to 300 Japanese Navy fighters and bombers on those four carriers, an additional 120 would have been added with Shokaku and Zuikaku. The Japanese lost 31 percent of their planes (80 of 257) at Coral Sea, but lost 87 percent (253 of 293) at Midway. The U.S. lost 45 percent (66 of 147) at Coral Sea, and lost 42 percent of their aircraft at Midway (150 of 352). The Allies lost 543 personnel at the Battle of Coral Sea, while 307 Sailors and Marines were killed during the Battle of Midway. The Japanese lost 900 men at the Battle of Coral Sea and 3,500 during the Battle of Midway.

Training was another key issue that aided the Americans. Since the Americans were rotating their experienced aviators back to training sites, and then back out to the fleet to mentor the younger aviators, there was a constant influx of well-trained and experienced aviators.

The intelligence community proved their worth first at Coral Sea, then, because of that effort, intelligence gathering reached the pinnacle of success by interpreting the when and where of the next major battle in the Pacific, the Battle of Midway.

Could the Battle of Midway have been won without the Battle of Coral Sea preceding it? It's doubtful.



WASTE MANAGEMENT

STORY BY MCSN TIMMOTHY ERDT

Somewhere off the coast of Southern California, the sun has set and the flight deck crew of USS Ronald Reagan (CVN 76) launches another aircraft. Several levels below, on the ship's mess decks, a petty officer finishes a hearty meal of barbecue spare ribs and begins to clear his tray for cleaning. Following the law of the land, he promptly places his sauce-stained napkins into a bin labeled "paper." Next, he scrapes a pile of bones from his plate and into a bag labeled "dunnage." Finally, he grabs an empty energy drink can and drops it into the "recycle" receptacle before proceeding to the scullery to drop off his tray and dishes.

Acts like this are not uncommon aboard Reagan. When the ship is at sea with an air wing compliment embarked, more than 4,500 Sailors separate their trash every day and without question – it is a way of life.

While the entire crew does its duty of dividing refuse, there is a small and dedicated cadre of 18 Sailors who spend the day separating, burning, melting, compressing and shredding the crew's trash in Reagan's waste processing plants.

"This is the most under-appreciated job on the ship. If they didn't do what they do, this ship would be uninhabitable," said Cmdr. Raymond Spears, Reagan's chief engineer.

There are two plants consisting of day and night shifts that receive paper, food, and plastic, dunnage, metal and cardboard.

The forward waste processing plant handles food, paper and plastic garbage. The aft plant processes nearly 60 bags of food and paper, and more than 70 bags of plastic in a single day.

Trash chits are the golden ticket for waste processing – without one, the Sailors delivering trash for disposal are turned away for failing to follow procedures. Supply department's S-2, S-5, and S-11 divisions are the only exception to this rule, as they provide the largest amount of waste on the ship.

After verifying the chit, the waste management team sorts through the bags. This is an important part of the job; if the trash isn't sorted, the processing equipment could be seriously damaged.

Plastic waste is wrapped in a large brown paper bag and placed into a Compress Melt Unit (CMU), which heats and presses the plastic into a large disc called a "puck." The pucks are stacked into groups and stowed in plastic bags until the ship returns to

port, where they are then disposed of.

Materials such as fruit peels, rice, bone and unrecyclable metal fall into the dunnage category. This waste is taken to the aft processing plant where it is placed in burlap bags, tied up with copper wire, and thrown overboard. Soda cans are the only exception and are placed into their own category for recycling.

Food and paper are mixed together in a paper bag and placed into the "pulper," a large machine that fills with water and spins at a rapid rate, turning the waste into fine mulch before being cleared to dispose of over the side of the ship.

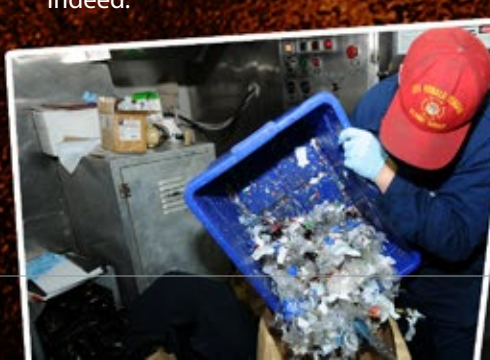
Pulping is simple enough – when the crew separates its trash. The pulper is lined with tiny, 3mm-wide holes that drain the water. When plastic, dunnage and other non-paper or food waste is in the mix; the holes clog, the pulper fails to drain properly and the machine breaks down.

"Equipment issues in the waste processing plants aren't necessarily from people neglecting to separate their trash; some people are uneducated on the way we do business," said Chief Engineman (SW/AW) Kenth Jasmin, waste management's leading chief petty officer. "We need to educate them."

While it isn't the trash crew's job to sort through the trash of thousands, they do so out of necessity – to protect their equipment.

As the Reagan team continues its mission of launching and recovering aircraft, culinary specialists will continue to provide four meals per day, and every Sailor on board will diligently do his or her duty to separate trash.

Meanwhile, below decks, a handful of Sailors continue their dirty and thankless mission of burning, melting, compressing, and shredding the refuse of more than 4,500 shipmates. While the job lacks glamour and appeal, the crew relies on these Sailors to provide them with clean, sanitary and livable conditions at sea – a praiseworthy duty indeed.



Bucey

SAILOR SPOTLIGHT: getting to know

name: WILLIAM "Bud" BUCEY rate/rank: CAR
 department: NAVIGATION division: _____
 daily grind: Spending time at the best office in the world - the CUN
 hometown: LISBON, OHIO
 inspiration: Grand Father - earned his pilot wings 26 bridge! in 1942!
 soundtrack (song): Dave Matthews BAND
 that special place: PENSACOLA, FL - met my wife there
 sports team: Steelers / Ohio State Buckeyes
 movie: "The Natural"
 food: PIZZA
 can't live without: My Boys
 proudest moment: Seeing my oldest son hit a home run
 strawberry or grape jelly: Grape
 best age, why: 40, better understanding/appreciation for life!
 mentor: My 1st Skipper
 hobby: Whipping the XO @ golf!
 that perfect day: Day at the beach with my wife and 3 boys

signature: W.H. Bucey CAR
TM HELOS OR BST

You didn't deserve it.
Get help now.

S A P P R



FOOT CARE FROM HMC BROWN



Feet are very similar to hands, but they don't always get the same treatment. Because our hands are always on display, we look after them more, treating them with manicures, fancy lotions and creams. It's easy to neglect your feet, but it's a very bad habit. Neglecting grooming and looking after your feet can result in yellow, chipped, and thick toenails, dry and peeling skin, and altogether, disgusting feet.

Some Sailors on board the mighty Reagan will spend between 10 to 18 hours on their feet in a single day. As you can imagine your feet are taking a beating. Continued abuse can lead to a number of long term health issues not just with your feet but your back, hips and knees as well. So here are some tips for a healthier working environment.

1. Make sure you actually have clean feet.

Working with smelly and dirty feet is too revolting for words.

- Get a foot file and use it to get rid of any hard, dry, or chapped areas of your feet. It's gross, but your feet will look better than before.
- Grab some soap and a small bucket. Fill it halfway with warm water, and start scrubbing! Wash your feet don't forget ankles, at the bottom, and near your toenails!
- Clean your feet very thoroughly. Always wash your feet in the bath or shower. It's easy to forget, but don't. Use an old toothbrush to scrub the toenail. Always wear shower shoes to help prevent plantar warts and athlete's foot.

2. Dry off your feet.

Gently pat them dry. Leave them a little moist, not totally dry, or they'll begin peeling and become chapped again. However, dry well between your toes.

3. Grab something to massage your feet with.

Don't panic, you don't need the most expensive massaging lotion in the world. You don't even need massaging lotion. Olive oil is great and cheap! Massage your feet slowly, and make sure you don't miss any areas. Don't forget the back of your feet - the heels, and the ankles. Rinse off whatever you've used in warm water.

4. Use nail clippers and trim your toenails.

Clean underneath nails before you cut them. Cut the nails the same length and shape, clean out any dirt under your toenails. Nails should be cut as straight as possible. File down edgy corners. Do not share clippers

These are recommended steps to avoid foot problems. Our days and some of our nights are extremely busy and you may not have the time for all these steps every day. However you should keep foot powder handy and change your socks when necessary, especially in between deep cleanings as described above. Shipmates, I hope this article was helpful to you all; may you all live long and healthy lives.



April - May MWR Events

Baseball Tickets! - \$18-\$52

Padres Baseball tickets are on sale for all home games.

Jet Ski Tour - \$99 per jet ski May 10, 10:30AM

Jet ski tour and lunch. Cruise around San Diego bay on a jet ski for a two and a half hour tour to see all of the sites around the bay. Lunch and your wetsuit are included.

Night Paddleboard Tour - \$45 May 11

Enjoy a unique experience as you light up the night ocean and glide through the water on a one hour LED-lit paddleboard tour around the marina. You will be able to see a wide variety of sea life. Enjoy Hawaiian music and a light snack after the tour as you watch the sunset.

RIMPAC Events

Stop by the MWR ticket office for information on RIMPAC tours, hotels, and sporting events. Information will also be available on the MWR Gippernet page.

Concert Tickets

Summer concert tickets will go on sale April 22. Stop by the MWR ticket office for more information.



Godzilla

The world's most famous monster is pitted against malevolent creatures who, bolstered by humanity's scientific arrogance, threaten our very existence.

The Buzz:

More than glimpses at towering CGI creatures, we love it when blockbusters have credible actresses and actors on board for the potential blockbuster/ill-conceived flop. In this particular instance, we're treated to Monsters (2010) director Gareth Edwards working from a Frank Darabont-aided screenplay, so our expectations are high.

Note:

Several scenes were filmed aboard USS Ronald Reagan, using many of our Sailors as extras. See the sneak peak at NASNI's Lowry Theater on Saturday May 10, 2014 at 1800.

Director: Gareth Edwards
Stars: Aaron Taylor-Johnson, Elizabeth Olsen, Bryan Cranston, Ken Watanabe
Genre: Action, Adventure, Sci-Fi
Release: May 16

The Amazing Spider-Man 2

Director: Marc Webb
Stars: Andrew Garfield, Emma Stone, Jamie Foxx, Paul Giamatti
Genre: Action, Adventure, Fantasy
Release: May 2

Peter Parker runs the gauntlet as the mysterious company Oscorp sends up a slew of supervillains against him, impacting his life.

The Buzz:

Even though this second chapter of the rebooted Spider-Man franchise looks like light-Marvel entertainment akin to Thor, we fear the movie won't be able to wriggle out from the waves of scrutiny slung at it. We admire Sony's all-in bet on Peter Parker by giving the green light to two additional sequels and a couple spin-off films. And if this movie is best remembered as the lead in to The Sinister Six, we're just fine with that.



Neighbors



A couple with a newborn baby face unexpected difficulties after they are forced to live next to a fraternity house.

The Buzz:

Zac Efron makes his hard-R comedy debut while Seth Rogen continues to rebuild after This Is the End put his somewhat spotty 2011/2012 behind him. If director Nicholas Stoller cribs from himself, he should have his biggest crowd-pleasing hit to date.

Director: Nicholas Stoller
Stars: Seth Rogen, Rose Byrne, Zac Efron, Lisa Kudrow
Genre: Comedy
Release: May 9

SAFETY PROFESSOR'S TIPS OF THE MONTH

Neglecting Safety Rules = Serious Injury

Safety rules are standards that must be put into practice to avoid injury and damages. The concept of safety rules are not new and are not devised to make your life more difficult.

For every rule, there is a reason, usually based on a previous unsafe act or condition. Safety rules are designed to protect you and others around you.

They are meant to direct your safety-related conduct throughout the ship. They are the laws on board and must not be ignored at anytime.

Yet, some of our fellow shipmates still decide to violate safety rules and get "caught" by getting injured or involved in an accident. The punishment for disregarding safety rules could be severe pain to broken limbs, or more.

Remember, neglecting safety rules will eventually result in a serious injury.



www.facebook.com/ussronaldreagan

WARRIOR ETHOS

April 25, 2014 76'er

“ I am a member of a team,
and I rely on the team,
I defer to it, and sacrifice for it,
because the team, not the individual,
is the ultimate champion. ”

MARIEL MARGARET "MIA" HAMM



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