

The 76er

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**HAPPY
HOLIDAYS**

TO: Japan
FROM: America

WHAT'S COMING IN THE NEXT YEAR?



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New Hair Regulations for Females

The Navy has expanded the service's hair rules for women, adding two-strand twists, relaxing size rules for hair buns and opening the possibility that future female recruits won't have to cut their hair at boot camp.

In addition to adding two-strand braids, a popular choice for black women, female Sailors with longer hair will now have an easier time getting their buns within regulations, according to NAVADMIN 271.

The change comes after Defense Secretary Chuck Hagel ordered a DoD-wide review of service hair regulations in April, after new Army policy banned some popular hairstyles for women, causing backlash beyond the military.

The Navy has been looking at updating hair regulations for over a year, Fleet Master Chief April Beldo told Navy Times in a phone interview. In addition to Hagel's remarks, her office took feedback from the fleet and unveiled new hair regs guides to boost awareness and enforcement in the force.

The new rules

- Braids must be uniform in size and shape, no more than 1/4-inch thick, and must not fall below the back of the collar when in uniform, according to the new rules. In junior-enlisted dress uniforms, the hair may fall no more than 1 1/2-inches below the top of the jumper collar.

- Buns can now protrude up to three inches from the head and be four inches in diameter, versus the previous 2-inch height and 3-inch diameter rule.

The Navy did not, however, change its stance on dreadlocks, which caused controversy last August.



USS Ronald Reagan

Commanding Officer

Capt. Chris Bolt

Executive Officer

Capt. Brett Crozier

Command Master Chief

CMDCM Spike Call

76er

Production Team

Managing Editors

MC3 Andrew Ulm

MC3 James Mullen

Contributing Staff

MC1 Chelsea Kennedy

MC2 Travis Nickell

MC3 David Frederick

MC3 Tim Schumaker

MC3 Joshua Warne

MC3 Chase Lacombe

MC3 Jonathan Nelson

MCSN Cody Hendrix

MCSN Timothy Erdt

Media Department

MC1 Dustin Kelling (LPO)

MC2 Jacob Estes

MC2 Kimberly Romanowski

MC2 Nicholas Groesch

MC2 Omar Powell

MC3 Torrian Neeman

MC3 Kevin Hastings

MC3 Kristina Walton

MC3 Nathan Burke

MC3 Christopher Gordon

MC3 Nathan Hawkins

MC3 Paul Archer

Public Affairs Officer

Lt. Cmdr Lara Bollinger

Media DIVO

Ens. Joe Pfaff

Media DLCPO

MCCS Mike Raney

Media LCPO

MCC Terry Feeney

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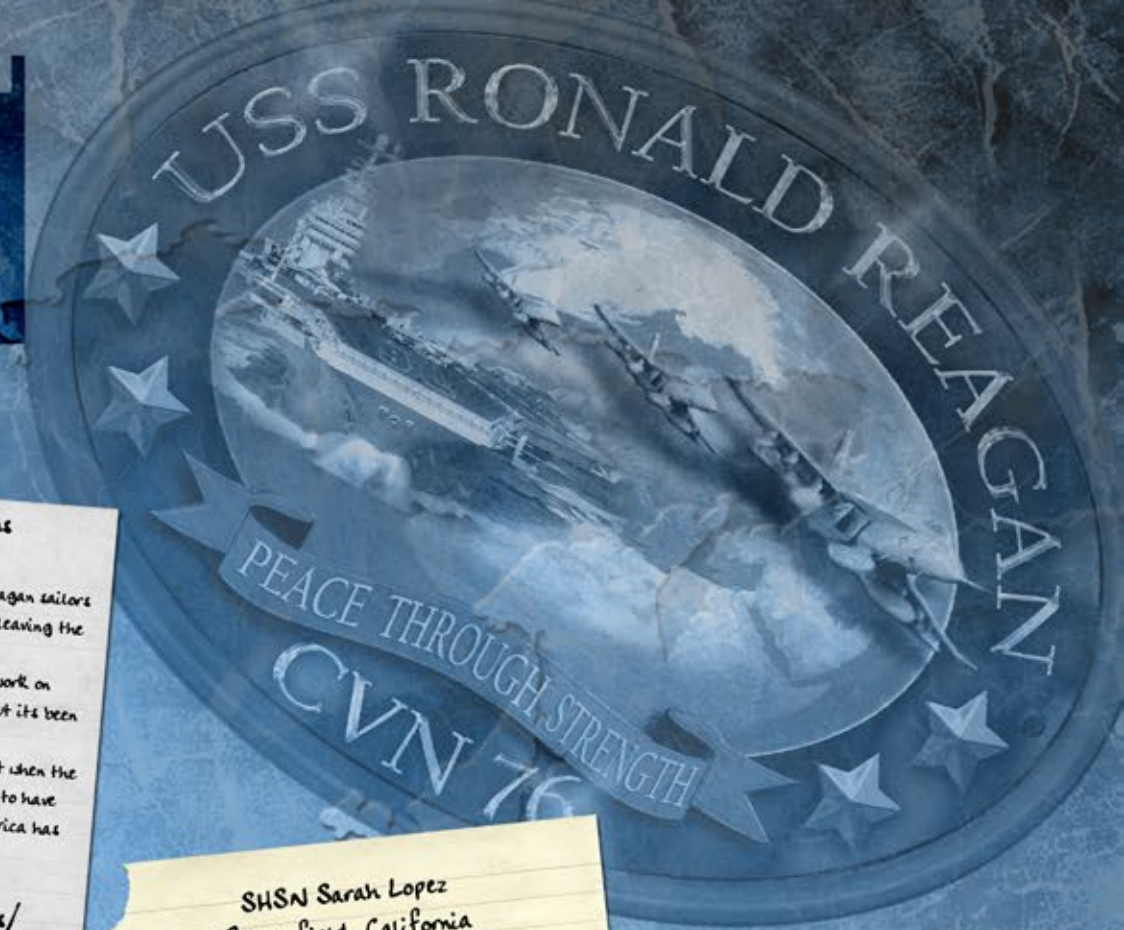
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WORLD ON THE STRIKE



Tri-Hull Swap

MAC Taliah Woods
Detroit, Michigan

1. This transition has been quite the experience and an eye opener. I have really seen how much goes into making sure everything goes smoothly in preparation for the hull swap.
2. I'm excited about swapping hulls. It's going to be a new environment, with new sailors to make new connections with.
3. To prepare for the underway I am just keeping my options open and staying flexible. You cannot be disappointed if you have no expectations. We could leave in April or tomorrow and I would be ready.

AO2 Brandon McLarty
Benicia, California

1. This is going to be my first actual deployment and it's around the horn and not many people get to do that.
2. I'm looking forward to being a part of a new ship and having a bunch of new experience under my belt.
3. Before we leave I am making sure my leaving arrangements are in order and I am prepared for the journey ahead.

CMDR James Bond Ships Intel Officer
Indiana

1. There are so many questions leaders are being asked and trying to find all the answers has made getting ready for the tri-hull swap very interesting and I can say that this hull swap will make a great sea story.
2. I'm really looking forward to going around the horn. Not many carriers get to visit that area and there will be great port calls along the way.
3. There is a lot to prepare for the hull swap and a lot of it is just a concept right now and we are still learning what the George Washington is wanting to do with the spaces they will take custody of on the Reagan.

BMSN Robert Liggett
Pittsburgh, Pennsylvania

1. The hull swap is really cool because this is my first enlistment and I will be apart of three different commands, all being carriers in four years.
2. I just renovated my house so I am looking forward to finishing up the deployment around the horn and make it back to San Diego as soon as possible.
3. Before we head out I am going to spend as much time as I can with the family and work on trying to find roommates who won't drive my wife insane.

Fernando Decoster SERCO
Network Engineer

1. I'm a retired first class of 20 years and I know the drill. Everything runs smoothly with Reagan sailors and they will go out of there way to help us.
2. It's been really busy and there are a lot of moving parts but it is still really organized. It's been great being apart of consolidation of networks and making communications on the ship more efficient.
3. He been here 5 months and working to complete the project is our goal. It has been great trying to make America number one.

Stuart Larimer BAE Systems
Structural Foreman

1. It has been very gratifying to work alongside Reagan sailors and knowing that when we are done working, we are leaving the navy with the best equipment and systems.
2. I've been doing this for 25 years and I normally work on destroyers. There have been some big differences, but it's been a pleasure to work on this great warship.
3. The most rewarding part of my job is knowing that when the sailors are out fighting for our country we want them to have the best equipment that compared to the enemy America has an unfair advantage.

Charles Jennings General Dynamics/
NASSCO (GD/NASSCO)
Pipe Production Supervisor

1. When it comes to working with sailors, he worked with the shipyard for almost 35 years and I was a sailor myself back in Vietnam. I've been there done that and worked on every type of ship.
2. It's the same as every repair job, you take it serious, meeting deadlines and the urgency becomes routine to get the job done so the Reagan can leave on time.
3. The best part of this job is finishing the job, watching the ship sail away and knowing that you are keeping Americas navy moving.

SHSN Sarah Lopez
Bakersfield, California

1. I'm notifying family, and my car will be in my home town.
2. I'm excited to experience a different culture.
3. I'm a little nervous, but I know that I have a lot of support so that will help me adjust.

CSSN Ashley Langley
Jacksonville, North Carolina

1. I've notified my family, they all know, and I'm selling my car. I was also thinking of learning the language.
2. I'm excited for the money, it's as simple as that.
3. I feel a little better knowing that others are going, that I'm not going alone.

Japan

EMFN Amber Lewis
Cupepper, Virginia

1. I'm watching a lot of Japanese game shows, and I'm trying a lot of Japanese foods.
2. Osaka, they definitely have the best restaurants.
3. I'm excited to leave, see another country. I'm excited to get out of here.





Change is on the horizon for America's Flagship.

After an extended maintenance period spent pierside in sunny San Diego, USS Ronald Reagan (CVN 76) is preparing for its move to Japan, as part of the first ever three-hull aircraft carrier crew and hull swap.

The size and scope of this unprecedented exercise involves a remarkable amount of variables and timelines that requires masterful coordination and flexibility. Overseeing Reagan's journey is our leader and captain, Chris Bolt.

MC3 Timothy Schumaker sat down with the captain on a Saturday afternoon during the Reagan children's Christmas party to discuss his thoughts and expectations regarding the mission.

087A CAPT BOLT

MC3 Schumaker: First things first, how are you feeling about this big move to Japan?

Capt. Bolt: I'm really excited. I think it's a fantastic thing, and I really wasn't surprised that they picked the Reagan to be the ship to go to Japan. There are three reasons; the first is that only the best ships go to Japan. We can't afford to send a sub-standard ship there, and the Reagan has such a great reputation. We're getting all the modern upgrades and will be the most advanced aircraft carrier in the U.S. Navy, so we're the obvious choice.

The second reason is Operation Tomodachi. When the earthquake happened and a tidal wave hit Fukushima, it was a big national emergency. The Reagan responded and helicopters from CAG-14 flew lots of rescue missions and (the Japanese people) haven't forgotten that and they love the USS Ronald Reagan.

Third reason is that President Reagan was one of the first presidents in the post-war era to visit Japan as an ally. His relationship with Prime Minister Nakasone took relations to the next level and they became close, personal friends. That was very significant, and it makes our ship even more popular there.

MC3: How would you describe your personal experience in Japan?

CB: Those of us going to Japan are very fortunate. Everybody that I know that's served in Japan has loved it because the people are great, the standard of living is very high, and it's such modern, high-achieving society.

My family loved it. My wife, daughter and I spent three years in Japan, and we took the opportunity to travel everywhere while we were there because the opportunities to travel in the Western Pacific are phenomenal.

You get there and you see stuff like the high-speed bullet trains that go over 200 mph and you can travel the length of Japan in a few hours. It's just a very advanced culture. Public transportation is great, and you can pretty much walk everywhere in urban areas. I don't think people need to worry about buying a car, because parking is really a hard thing.

One thing that's kind of hard to get used to is the very high population density. Tokyo is like cities within cities, and those of us in America that like our open space won't see so much in Japan. But that's why the culture is so polite, because they have to be.

MC3: What do you feel that the families of Sailors should know about Japan?

CB: Japan is probably the most well-behaved, low-crime place in the world. We have very high standards to determine which Sailors can actually go to Japan, but once

you're there it's the kind of place that you don't need to lock your door because they don't tolerate petty crime.

For those with kids, the DoD schools are very high-quality American elementary, junior high, and high schools that are set up on the bases. They have things like football teams just like in the U.S. that travel around Japan and play each other.

I think families will be pleasantly surprised that there's not that much different. Just go in with your eyes and ears open and pick up on the customs and cultures of the Japanese, because if you do that you get along so much better with them and they respect you back. They really appreciate Americans that try to pay attention and learn things like simple greetings.

MC3: What do you feel is the significance of the Navy's decision to maintain 5 carriers in the Asia-Pacific Region?

CB: It shows how important the region is. The Chief of Naval Operations and our department of defense have said we're going to pivot and put more of our focus on the events occurring in Eastern Asia and the Western Pacific. That's where much of the world's population and natural resources are.

For example, over 50% of the world's economy flows through the Straits of Malacca by the South China Sea. It's South of Japan, and between the three countries of Malaysia, Singapore and Indonesia. Those are all our allies, and we're very fortunate that the world is very peaceful. We want it to stay that way, so our belief is having each country maintain a military working together will be a stabilizing factor for the region. It keeps the world's economy rolling and the standards of living high. That's why we have so many carriers in the Pacific, in my mind, is just to provide stability.

MC3: Considering the intermittent rising of tensions with some countries within the PACOM area of responsibility, are there any particular world events that you are keeping your eye on?

CB: The Pacific has some great nations with great histories much longer than our own. One nation we have our eye on is North Korea. We tend to forget about them, but the reality is that their leadership is unpredictable and they have nuclear weapons. So, one of our main jobs when we go to Japan is to provide forward deployed presence of power and work toward regional engagement and interoperability with partner nations, which will degrade the threat of uncertainty and promote a team effort with our allies as we tackle regional challenges. Our motto of "Peace Through Strength" really resonates in our future forward deployed naval forces role.

MC3: What's the biggest obstacle that the ship is facing with getting to Japan on time?

CB: I'd say we have two big obstacles. Number one is getting out of PIA on time. We're on schedule to do that, but that's my number one priority and I've told the crew that. We need quality work to finish the PIA on time so the ship's ready to sail in April.

Number two is the actual turnover with the USS George Washington (CVN 73). When they pull up next to us, we're only going to have two weeks in August. When two-thirds of our ship gets up and goes over to the Washington, and vice-versa, we're preparing a 200-hour plan that scripts out our priorities hour by hour. As we blend the crews, we have to move two airwings, all the departments and all the files. One thing that concerns me is the data migration on all our computer systems. So, that turnover time in August is going to be critical.

MC3: How do you foresee welcoming the FDNF Sailors onto Reagan from the USS George Washington?

CB: I think it's going to be just the opposite. I think it's going to be the FDNF crew welcoming the Reagan in, because they have the majority. So even though I'm going to stay with the ship and there's going to be about 1000 of us that stay with Reagan, and even though it's our ship – there's 2000 of them and it's their Japan. So, they're going to come in and I think it's going to be very transparent and they'll love the Reagan because it's in such good shape. I think they're going to go, "Wow, this aircraft carrier looks new and everything works!"

MC3: What kind of port calls do you foresee for Reagan during its first year or so in Japan?

CB: The FDNF carrier has some standard port calls every year, so within the first year we'll go to Guam, Korea, Australia and probably Singapore.

MC3: Is there anything you'd like to add about this epic mission?

CB: I think that one thing that we need to realize about the ship going to Japan is that the carriers are all pretty much interchangeable.

That's the thing that makes the U.S. Navy so remarkable; we have that "can do" attitude. Think of how difficult a three-hull carrier swap would be to carry out. It's never been done before, but we're going to do it with flying colors!

We're going to have Sailors from three ships and three geographical locations blended. If you learn your job in your rate in one location, that skill set transfers to the next ship in the next location with nobody's career being adversely affected. Everybody will benefit from it and their careers will actually be enhanced. That's very valuable to each of us as individuals and to our Navy as a whole.

1. When will the Homeport Change to Yokosuka, Japan be effective?

The CNO promulgation date is Jan. 1, 2015. In accordance with the CNO message of 141600Z JAN 14, the effective date for the USS Ronald Reagan (CVN 76) Homeport Change (HPC) is Aug. 31, 2015.

2. What is the promulgation date and effective date?

The promulgation date is the starting point for Ronald Reagan and its chain of command to execute the required preparations to execute the homeport shift. This is when the homeport certificate issuance process can begin and when crew members can begin their relocation of Family members, Privately Owned Vehicles (POV), and Household Goods (HHG). This is the date used by Navy housing to allow Sailors entitled to a Homeport Change Certificate (HPCC) to get on housing lists.

arrival of dependents or Household Goods (HHG), whichever is later.

4. What entitlements will a Sailor with dependent(s) receive if he/she has a Homeport Change Certificate?

A Homeport Change Certificate will entitle Sailors to ship Household Goods and Privately Owned Vehicle (POV), pay for dependent travel & transportation, and provide members with Dislocation Allowance (DLA). For single parents, continuing entitlement to Basic Allowance for Housing (BAH) at the "with dependent" rate is dependent on the establishment of legal and physical custody BEFORE receipt of the order (in this case, a Homeport Change Certificate).

5. What entitlements will a Sailor without dependent(s) receive if he/she has a Homeport Change Certificate?

A Homeport Change Certificate will entitle single Sailors to shipment of Household Goods (HHG) and Privately Owned Vehicle (POV), or storage. Contact HHG Help Desk at 1-800-444-6683 or email: householdgoods@navy.mil for additional questions.

Please review the following link. It contains restrictions, information, and instructions on shipping HHG, POV, firearms, pets, electrical equipment, etc. into Japan: <https://tops.ppcigweb.sddc.army.mil/ppcig/query/countryInstruction.do?countryCode=JA>

6. If I am entitled to a Homeport Change Certificate, when will my Overseas Housing Allowance (OHA) and Cost of Living Allowance (COLA) begin?

OHA for Yokosuka, Japan starts:

a. OHA eligibility starts on the day a member reports to the new permanent duty station (PDS).

b. OHA payment starts on the day the member obtains private sector housing and provides the Personnel Office with a valid lease.

NOTE: Obtaining housing in Yokosuka, Japan is different from securing housing in the United States. You must go through the Housing Office to obtain private sector housing. It is unlike stateside where you go to a real estate agent or find housing yourself.

COLA for Yokosuka, Japan starts:

a. The day a member reports to a new PDS or

b. The day a dependent arrives to the new PDS area prior to you, as the sponsor.

NOTE:

(1) COLA is only authorized for members and/or command sponsored dependents located at the overseas location.

(2) After the effective date of Aug. 31, 2015,

Single Sailors and Married Sailors whose families are not physically located in Japan will start receiving COLA at the reduced rate (63% of the without dependent rate for their pay grade)

7. Am I authorized to ship a Privately Owned Vehicle (POV) to our new Homeport of Yokosuka, Japan?

If you are eligible for a Homeport Change Certificate (HPCC), you are authorized to ship one POV at the government's expense. Before you consider the shipment of a POV, understand that the Government of Japan has established stringent emission control standards for automobiles and trucks manufactured in recent years. An embargo is in existence for shipment of privately owned vehicles manufactured after 31 March 1976. For this reason, prior approval for shipment of POV must be obtained from the Commander, USARJ (APAJ-GD-TSD).

There are usually many used, older model Japanese cars available at very reasonable prices (\$700 - \$1,000). They are suited to road conditions and repair parts are readily available. Registration, licensing fees and insurance rates are cheaper for Japanese-made cars than for the larger American cars.

Sailors who obtain approval to ship an American car can expect to spend a minimum of \$1,000 to properly register the vehicle and obtain compulsory Japanese and U.S. insurance. In addition, there will likely be other costs to modify the car to meet Japanese inspection requirements. Procuring replacement parts for U.S. manufactured vehicles is time consuming and expensive, as the Army and Air Force Exchange System (AFEES) does not stock such parts.

It is highly recommended that eligible Sailors store their POV in an authorized government storage facility, at government expense, for the duration of their tour in Yokosuka, Japan.

8. I am a married Sailor with dependents and multiple vehicles, will I be able to ship or store two vehicles?

No, those authorized to ship or store a POV will only be authorized to ship or store one vehicle. Contact the HHG Help Desk at 1-800-444-6683 (HHG-MOVE) or email: householdgoods@navy.mil for more information.

9. I will not have 12 months remaining after the effective date of the Homeport Change and am not eligible for a Homeport Change Certificate, will I be able to ship my car to a designated place at government expense?

If you are aboard Ronald Reagan after the effective date of Aug. 31, 2015, but are not authorized a Homeport Change Certificate

to ship Household Goods, Dependents (if applicable) and POV; you will be given a partial Homeport Change Certificate for the sole purpose of storage of one POV at government expense and only in an approved government storage facility.

10. I need to break my current lease; how do I do that?

With a Homeport Change Certificate/Permanent Change of Station orders, a member will be able to terminate a lease under the Servicemembers' Civil Relief Act. Those who aren't entitled to a Homeport Change Certificate, but are accompanying Ronald Reagan to Japan, will get a Statement of Deployment letter from the Personnel Officer to present to their landlord.

11. If I'm a Single Sailor who is currently authorized to live on the economy in San Diego and do not intend to ship household goods, am I authorized to maintain my San Diego residence?

No. Single Sailors will be provided suitable housing aboard Ronald Reagan during their tour. They are not authorized to maintain a San Diego residence and continue drawing the Basic Allowance for Housing (BAH) entitlement at the San Diego rate. These Sailors will be authorized a partial Homeport Change Certificate for the storage of Household Goods in an authorized government storage facility.

12. If I am currently under orders to report after the promulgation date of Jan. 1, 2015 and will be part of the Japan crew, when is the last day I can move my family or HHG to San Diego?

As of the date of promulgation, Jan. 1, 2015, Household Goods cannot be shipped and dependents are no longer authorized travel to the current homeport of San Diego. They are only authorized travel to the new homeport of Yokosuka, Japan or designated place (there is no waiver authority in the JTR for this). Again, you must have at least 12 months remaining onboard from the effective homeport change date of Aug. 31, 2015. The following is an example of an individual who is able to move his family to San Diego and then subsequently to Yokosuka, Japan:

PSC John P. Jones receives his orders to detach Commander, Navy Region Southeast in October 2014 and report to Ronald Reagan no later than Jan. 15, 2015. He received his orders on Sept. 1, 2014. Chief Jones will have the option of moving his family to San Diego, as long as he executes that move before the promulgation date of Jan. 1, 2015. PSC Jones also has the option of moving his family directly to Japan after all overseas requirements are met for each of his family members. Additionally, he would have to request Advance Travel of Dependents from N130; he would seek assistance from his servicing Personnel Support Detachment (PSD).

1. If I am not selected to go to Japan, Where will I go?

Your ultimate assignment will be aboard USS Theodore Roosevelt (CVN 71), homeported in San Diego. Theodore Roosevelt will be on deployment during the hull swap. Ronald Reagan's current crew will cross-deck to the USS George Washington (CVN 73) and deploy around South America, ultimately ending up in Norfolk, Va. The crew will be flown back to San Diego in increments to.

2. How long will the deployment be?

We will take ownership of George Washington and leave San Diego in the September 2015 timeframe. Our crew will arrive in Norfolk in the November/December timeframe. The full crew will be back in San Diego and at its final destination aboard Theodore Roosevelt in February 2016.

3. During the holidays will I be able to come back to San Diego?

Yes, leave will be approved to allow Sailors to return to San Diego for the holidays. The government will not fund or provide travel back to San Diego, it will be at the member's expense.

4. How will personnel be returned back to San Diego for duty onboard the Theodore Roosevelt?

The crew will be flown back to San Diego at government expense in waves. Specific information on this move is forthcoming.

5. Will I be able to move my family/household goods to Norfolk?

No, because this is considered a deployment, not a permanent change of station. Your entitlements will continue to be based out of the San Diego area.

6. I am a single sailor, receiving BAH will my entitlement continue at the San Diego rate?

Yes, as long as a valid lease or mortgage is maintained in the San Diego area.

7. If I am married will I be receiving FSA for this deployment?

Yes. Married Sailors will receive FSA after the normal thirty day separation period. This entitlement will continue until the end of deployment. Any leave taken greater than 30 days will stop the FSA entitlement.

MORE INFORMATION TO COME IN THE FOLLOWING ISSUES.



The effective date is the date that the CNO (Director, Navy Staff) directs Ronald Reagan to execute the homeport shift to Japan. This is when certain overseas pay entitlements will begin (i.e., Cost of Living Allowance (COLA) at the reduced rate for Single and Married unaccompanied personnel).

3. Who will be entitled to receive a Homeport Change Certificate (HPCC)?

All personnel who are attached or assigned on the date the CNO promulgates a Homeport Change (HPC) (Jan. 1, 2015) are entitled to move their family member(s) and ship/store Household Goods (HHG) if they have at least one year remaining onboard after the effective date of the HPC. PRD/EAOS must be on or after Aug. 31, 2016 to receive a HPCC. Additionally, the service member must have 12 months (PRD/EAOS) remaining on their Outside the Continental United States (OCONUS) tour after the scheduled



Three Ships, Two Coasts, One CMC.

In an unprecedented three ship hull swap, current USS Ronald Reagan (CVN 76) Sailors will be part of the coined “Three Presidents Crew”.

With the constant change moving forward, having consistency with the ship’s leadership is important. Taking the journey around Cape Horn with the crew is our Command Master Chief, Spike Call.

MC1 Chelsea Kennedy sat down with the CMC to discuss the expectations and the future of the Three Presidents Crew.



MC1 Kennedy: In your words can you describe the monumental shift of personnel across three carriers and what it means to the Sailors who will participate in the three-hull swap?

CMDCM Call: What it means is that we have three vessels that we need to move for operational purposes. The easiest and cheapest way to do this, is to move the vessels and not necessarily the people. We have roughly 3,000 people that make up ship’s company; to move all of them, including their families, would be incredibly expensive. The easiest and safest way to do it is to have all the nuclear trained personnel stay with the plants they work in, which will mitigate risk and have everyone else take a hop, skip, and a jump from ship to ship until each ship reaches its new homeport.

MC1: Why is the Navy doing the three-carrier hull swap?

CMDCM: It all comes down to operational commitments for the Navy. We are just moving assets around so we can continue to meet mission requirements. That’s exactly what this is all about. It’s not because the Navy said, “Let’s do this for fun.” We are planning and are about to execute a three-hull swap because the Navy needs this ship forward-deployed to Japan, USS George Washington (CVN 73) needs to go to Norfolk for their extended availability and USS Theodore Roosevelt (CVN 71) needs to fill the spot left by Ronald Reagan’s departure from San Diego.

MC1: Do you think there is a reason that this hasn’t happened before?

CMDCM: I don’t think the Navy has ever come across the circumstances that all the carriers are currently dealing with. George Washington (GW) must go into the yards in Virginia to get refueled, which leaves an operational gap in Japan that we can’t have. What’s the best solution? Of course, to send Ronald Reagan, the best carrier on the West Coast to relieve GW. Once Reagan transits to Yokosuka, Japan, its spot in San Diego needs to be filled with a ready carrier, and oh by the way, Theodore Roosevelt (TR) is going to be on deployment in the Middle East anyway. It all makes sense.

MC1: Do you feel there is historical significance to this hull swap and how do you think people will look back at it years from now?

CMDCM: The captain and I have coined Reagan’s current crew the “CVN 220: Three Presidents Crew,” because many members of our team will spend time aboard all three ships in the coming months. This event is extremely significant and I think it’s something we should latch onto, because no one in history has done this before, at least not the way we are going to do it. It’s going to be planes, trains and automobiles - for real. It will be an adventure for sure. The goal is to

get everyone who rides GW to Norfolk back to San Diego between December 2015 and February 2016, that way both ships are covered. We have to mitigate risk - there is much risk - so we have to go a little bit at a time. This undertaking is historically significant because it’s never been done before.

MC1: What are the primary continuity challenges you foresee crews facing during the hull swap and how are you addressing that?

CMDCM: The thing that keeps me up at night is the swap from Reagan to GW and Sailors taking ownership of GW. We all know that we will be on GW for a very short time, about 90 days and we have to take care of that ship. I know it’s going into the shipyard and most people are going to think, “Oh they are just going to destroy it anyway, why should I clean it?” The reason we clean the ship is because we don’t want the ship to be a safety or health risk. It’s important that all those Sailors make the swap and own it when they get there. I can influence that, but it’s all in the Sailors hands; I can’t do it by myself.

MC1: Do you feel that there will be any issues with Reagan Sailors switching from a relatively new ship to an older one like GW?

CMDCM: Our Sailor’s hard work keeps the ship in the condition it’s in and wherever we are, I would hope that their hard work would keep ANY ship in a condition that they want to live in. Yes, we won’t be there long, but you just have to own those things. If they don’t own it, there will be problems. I don’t think there is going to be an issue once we get moved aboard. Honestly, there is probably going to be a very big punch in the face when we show up on GW for the first time, because it is an older ship and those Sailors have spent an awful lot of time underway. GW Sailors take just as much pride in their ship as we do on Reagan, so I don’t anticipate that the ship will be in poor condition.

MC1: What advice or pearls of wisdom would you give to Sailors who will be a part of the “220” crew?

CMDCM: The one thing is this... You must have patience. You must be able to realize there is going to be a massive amount of change in a four to six-month period. You are going to roll from one ship that you have probably been on for a while to something that is unfamiliar, only to leave that after about 90 days to roll on to yet another unfamiliar ship. I think that the only way that this is going to work is if we all have patience. If you are one of these people who creates drama, we don’t have time for drama during this process.

MC1: What are your primary objectives during the South America cruise?

CMDCM: Regarding Sailorization, it will be business as usual. We will have an air wing embarked and people will be working on quals and warfare pins. I imagine we will

stop in some spectacular ports once we enter the 4th Fleet area of responsibility. I’ve done an around the Horn cruise before and it is a unique experience than most Sailors never get, because most Sailors don’t sail around the Horn. Certainly we will have an opportunity for Wog Day while crossing the equator; there is going to be a bunch of goodness that comes out of that event. Then we will pull in to Norfolk and we will get ready for the holidays and will begin flying members of the team back to California to take ownership of TR. It’s a tremendous opportunity and oh by the way, we’ll be making history, *Naval* history.

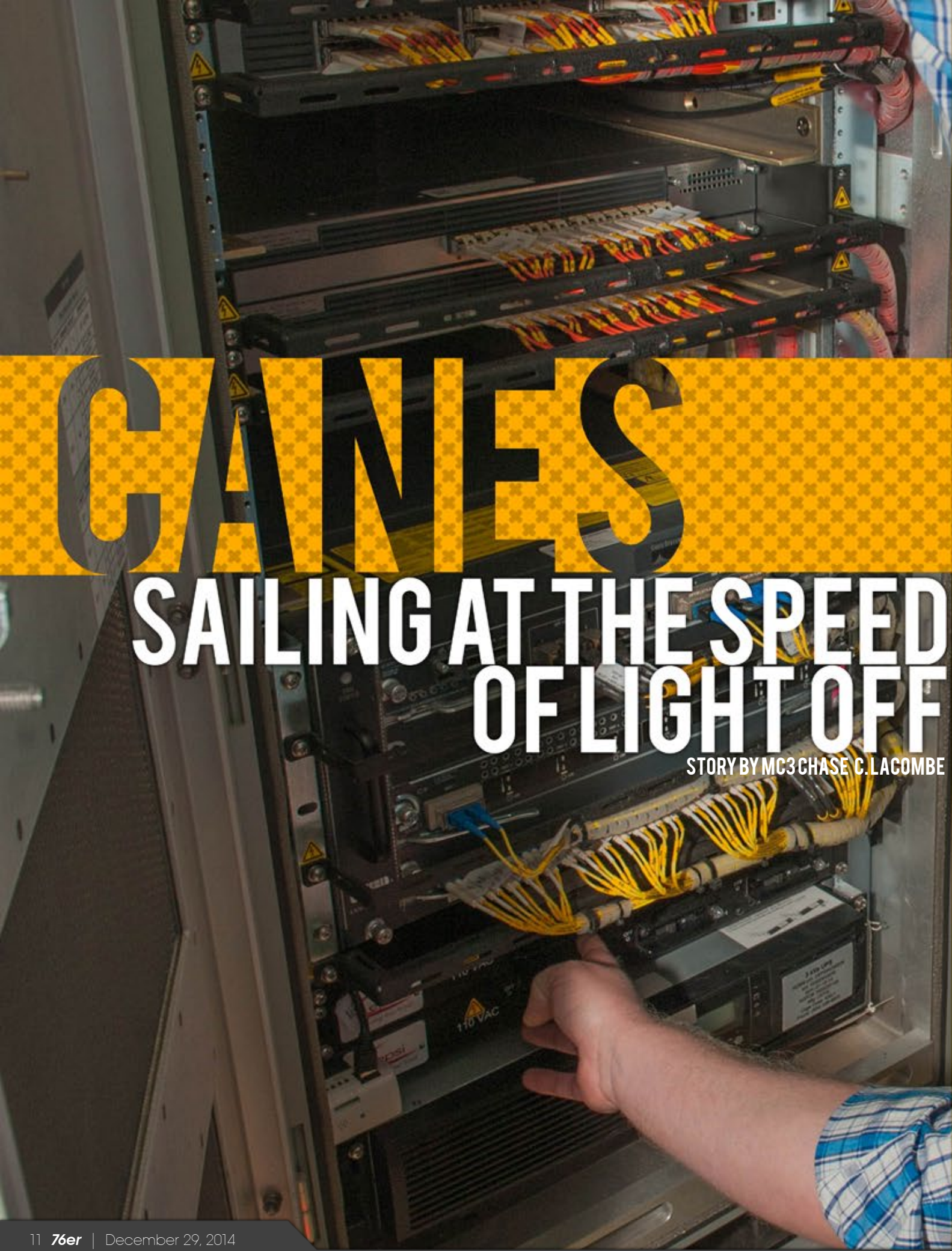
MC1: Why do you feel it’s important for the CMC to go with the crew while the CO stays with the ship?

CMDCM: If it was my call the CO, XO and CMC would all stay with the crew and we would all swap metal, but it’s not my choice. It was decided long before I became CMC what the plan would be. When we talk about launching and recovering aircraft, who knows the ship better than the captain? It was decided that the CO and XO would stay and the CMC was going to go with the crew and take care of the people. It keeps continuity when we step onboard the GW. I will meet the CO and XO for the first time just like other people. When there are issues with the crew, the captain can’t turn to his CMC, unless his CMC knows who these people are and is able to give sound advice to the captain. It just makes sense that I remain with the Sailors and we see this thing through to the end.

MC1: What recommendations do you have for Sailors who will be a part of the “220” crew?

CMDCM: I recommend not taking too much personal gear and niceties from Reagan to GW, because eventually you are going to have to pack and haul that stuff from Virginia, back to San Diego. All the little things I have in my office, all the challenge coins and mementos aren’t going around the horn with me. I would have to pack mule it all back from Virginia and I don’t want to do that.

I also want to remind everybody that there is going to be a lot going on from the time we wrap up this PIA to the day we return to San Diego as members of the TR crew. The whole patience piece that I mentioned is very important, because sometimes you are going to have questions and sometimes people might not have the answer for you right away. The thing you really have to think about is when we all leave Reagan, GW will be our new home. Negative comments or saying, “This isn’t Reagan,” isn’t recommended. I get it, it’s not going to be Reagan; it might be better or it might be worse. It’s not going to be the same, I guarantee you that. Just remember to remain patient.



CANES

SAILING AT THE SPEED OF LIGHT OFF

STORY BY MC3 CHASE C. LACOMBE

‘Tis the season of countdowns. Last week, children around the world were counting down and awaiting the arrival of Jolly Old Saint Nick. In several days, the rest of the world will join Ryan Seacrest as he counts down the end of 2014 as the ball drops in New York’s Time Square, welcoming 2015.

With subtle fanfare, on Nov. 20, USS Ronald Reagan (CVN 76) did a ceremonial countdown and switch flip, ushering in a new age of technological advancement by bringing the Consolidated Afloat Networks and Enterprise Services (CANES) system to life aboard America’s Flagship.

CANES is the Navy’s newest Local Area Network (LAN) system currently being integrated on ships, merging five legacy networks into one. What does this mean to the seafaring warfighter? This system will improve speed capability, which will enhance operational effectiveness and improve Reagan’s ability to achieve mission success - a bottom line with a BIG upside.

“This light-off event of CANES means that we are getting the latest and greatest technology onboard Reagan,” Cmdr. Donald Hocutt, Reagan’s combat systems officer said as the system came online. The Reagan is lighting off earlier than the originally predicted date of January. When the Reagan originally started, the goal was making sure that with this accelerated planned incremental availability (PIA) period of eight months, that the ship was able to meet this deadline for CANES. “This is the first time that this system has been installed within such a short timeframe and is a testament to those who worked so hard here. This is a great day for the Navy and for Ronald Reagan.”

Reagan became only the third aircraft carrier to update to the CANES system. All network installations before Reagan were completed during major shipyard

overhaul/dry dock periods. Team Reagan was not only able to complete this project pier-side, but ahead of schedule.

“This is an undertaking that typically takes about a year to complete,” said Capt. Chris Bolt, Reagan’s commanding officer. “Members of the Space and Naval Warfare Systems Command (SPAWAR) and everyone else involved completed this install in under 120 days. This was truly a team effort and simply could not have been done without the efforts and long hours of everyone.”

The CANES system is the culmination of the Navy’s effort to provide its Sailors with the fastest and most up-to-date internet service available. This project on Reagan took more than 40,000 hours of work to complete and included the installation of 49 new equipment racks, more than 2,000 LAN drops, an additional 40 new wireless access points and nearly a million feet of network cable snake through Reagan’s many cableways.

“I think the most important thing with the integration of this new technology is that it provides everyone down to the deckplate level increased speed of service,” said Hocutt. “I think having a new network that is fast and stable will help increase morale and keep the Sailors and their families connected during times at sea.”

Reagan Sailors worked in tandem with members of multiple companies during the CANES installation. SPAWAR, BAE Systems, PSNS and SERCO Inc., were the main outside sources heavily involved with

installation planning and execution.

“Everyone working together every day to stay on point was critical,” said Hocutt. “When we started to slip behind, which was rarely, we were able to adjust and refocus quickly to get back on track. We worked very closely with SPAWAR throughout the install, and by working everyday with the team we had, I believe that’s what made us so successful in the end.”

The installation of fleet CANES systems began in 2012, with the integration on two unit level ships followed by limited deployment installations aboard force level ships, shore sites and additional unit level ships. By 2021, CANES will provide the information technology lifeblood to more than 190 ships and maritime operations centers worldwide.

“The integration and teamwork that we have seen on this project has been unmatched,” said Lt. j.g. Sean P. White, CANES officer. “The opportunity to work hand in hand with the SPAWAR team has been a great one; from sending out Information System Technicians (IT) to work in the Network Integration and Engineering Facility and assisting in space preparation for CANES racks, to the data migration from our temp-LAN over to CANES. We look forward to completing software and systems integration in the coming months.”

With a push toward standardization, Reagan’s CANES installation is a step toward reducing the number of separate network variations across multiple platforms. USS Carl Vinson (CVN 70) is next in line to receive the CANES system.

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With the success of Reagan's installation and the timeline in which it was met, Reagan has become the benchmark for future aircraft carrier installations.

"USS Carl Vinson will be the next carrier to have CANES installed during their PIA here in San Diego," said Bolt. "Our management team from SPAWAR that set up our CANES system is going to lead the Vinson team during their installation. All the carriers will eventually have CANES installed. We are the third carrier and fourth large-deck ship to have it installed. The crew aboard USS Wasp (LHD 1) is also having it installed on their ship."

The USS Carl Vinson is currently underway on a nine-month deployment and will begin a PIA period of its own after returning to San Diego.

"Members of the Vinson are here aboard Reagan to observe how the CANES installation process has proven

present from the beginning."

This is the first major maintenance period for Reagan in several years. Many new systems across the ship are being upgraded, elevating Reagan's status to one of the most technologically advanced and battle-ready aircraft carriers in the world - worthy hardware for the future centerpiece of America's forward deployed naval forces in the SEVENTH Fleet area of operations.

"The CANES system is set up to give us much better security," said Bolt. "The older systems were good when they were made almost 20 years ago, but this is the next wave into the future. Everything will be hosted on one mainframe, providing very good security. The aircraft carriers John C. Stennis (CVN 74) and Dwight D. Eisenhower (CVN 69) both have CANES currently installed on their ships. They started their installation over a year ago and they are just getting



successful thus far and will use Reagan as a model for their own installation in the near future," said Chief Mass Communication Specialist (SW/AW) Terry Feeney, a member of Reagan's CANES access team.

"The key piece of the puzzle is manning. Our success can be directly attributed to the fact that we have had the right people for the job and the right combination of personnel that were

it up and running and the Stennis is now beginning to get back out to sea. Working with the contractors that we have, we had our system turned on in only 99 days of work, making our installation a huge success story and creating a model for all future ships to follow."



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***E-cigarette liquid is not regulated by the FDA**

Anyone who purchases E-cigarette juice does so at their own risk



If you don't know what it is...

DON'T SMOKE IT!

WARRIOR ETHOS



"There's no time more fitting to say "Thank you" and wish you Happy Holidays. The price of freedom is eternal vigilance."



USS RONALD REAGAN

SAILORS HELPING SAILORS. ONE TEAM. ONE FIGHT.