

The 76er

April 20, 2015



THE SPIRIT OF 76

2014 - 2015 PIA WRAP UP



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<http://www.reagan.navy.mil>

WE ARE SAILORS

24/7

5 THINGS EVERY SAILOR SHOULD KNOW

1 Sexual assaults negatively impact our warfighting capability.



2 Every Sailor must know, understand, and adhere to Service values and standards of behavior in order to eliminate sexual assault, and other inappropriate behavior.

3 Each Sailor has a unique role in preventing and responding to sexual assault. We must recognize our part in stopping this crime starting with our own awareness and knowing when and where to intervene.

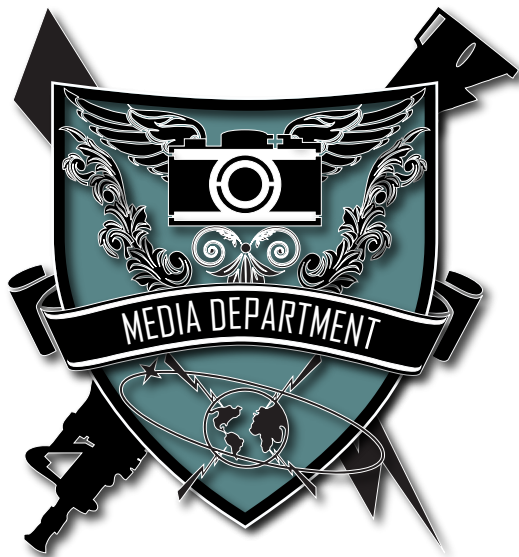


4 We have to act. If we see a crime or inappropriate behavior unfolding, we need to step in to prevent it. We each need to add our voice to the call to end this crime.

5 Empowering and enabling respectful behavior begins with you. At every level of service, Sailors must feel comfortable demonstrating the respect and professionalism to treat everybody as a fellow Sailor, on or off duty, and to intervene if events are likely to generate damaging or potentially catastrophic outcomes to individuals or the Navy at large.



WE ARE SAILORS
#SAILORS2417



USS RONALD REAGAN

Commanding Officer

Capt. Chris Bolt

Executive Officer

Capt. Brett Crozier

Command Master Chief

CMDCM Spike Call

76er

PRODUCTION TEAM

Managing Editor

MC3 Dave Frederick

Staff

MC3 Kevin Hastings

MC3 Kristina Marshall

MC3 Timothy Schumaker

MC3 Cody Hendrix

MC3 Michael Kates

MC3 Jonathan Nelson

MC3 Paul Archer

MEDIA

DEPARTMENT

MC1 Dustin Kelling (LPO)

MC2 Omar Powell

MC2 Jacob Estes

MC2 Travis Nickell

MC3 Joshua Warne

MC3 Chase Lacombe

MC3 Nathan Burke

MC3 James Mullen

MC3 Christopher Gordon

MC3 Nathan Hawkins

MCSN Timmothy Erdt

Public Affairs Officer

Lt. Cmdr. Lara Bollinger

Media DIVO

Ens. Joe Pfaff

Media DLCPO

MCCS Mike Raney

Media LCPO

MCC Terry Feeney

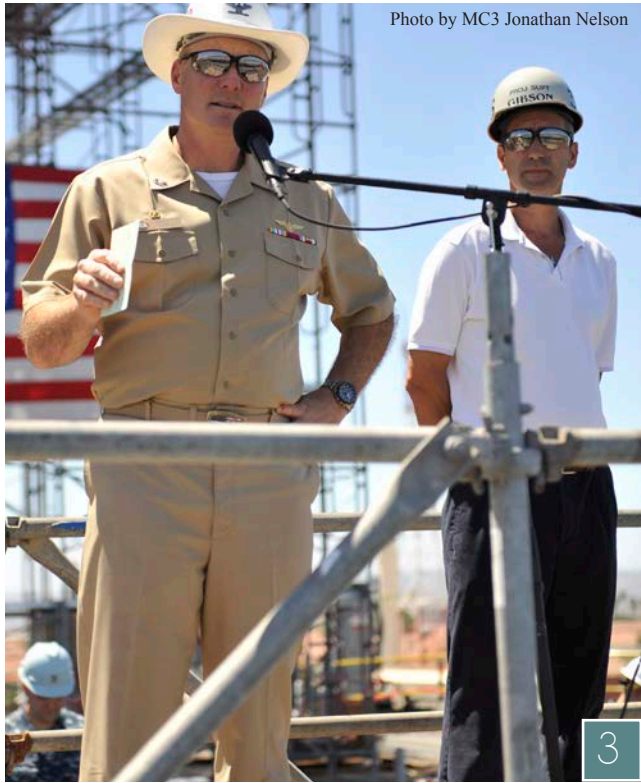


Photo by MC3 Jonathan Nelson

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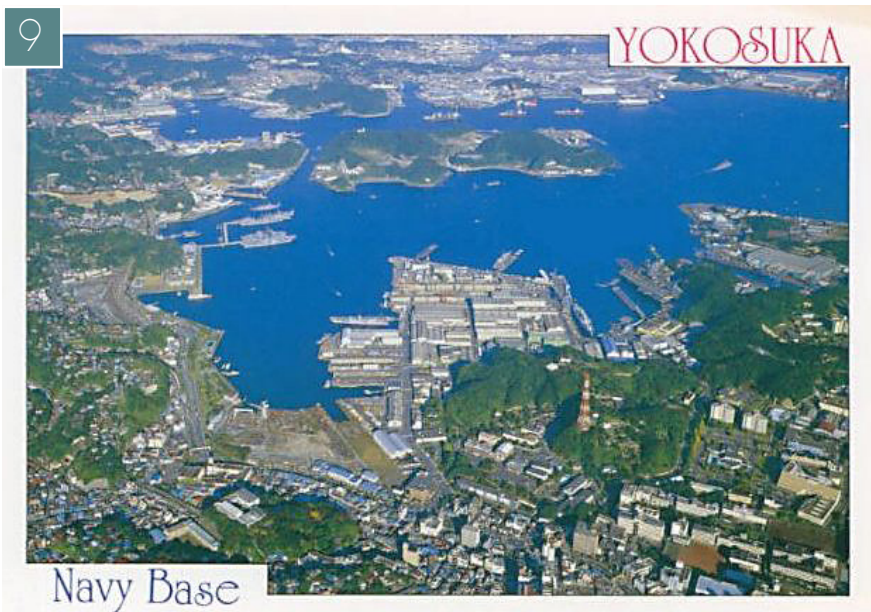
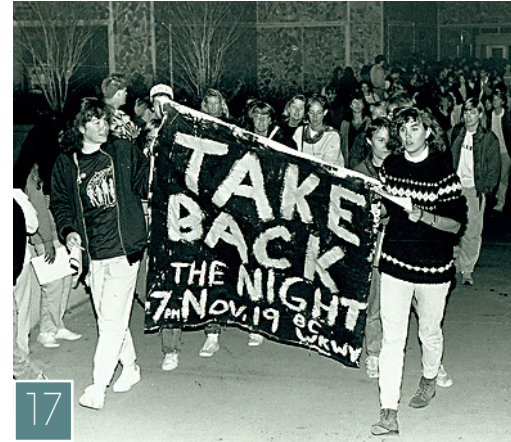
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Photo by MC3 Jonathan Nelson



Photo by MC3 Chase C. Lacombe



On the front cover:

Photo by MC2 Jacob Estes

Photo Illustration by MC3 Dave Frederick

On the back cover:

Photo by MC3 Chase C. Lacombe

Photo Illustration by MC3 Dave Frederick

READY TO R

**IT'S GAME TIME! NO MORE HELMETS AND GO
PASSAGEWAYS ARE FREE OF CABLES, HOSES AND OT
OBSTRUCTIONS. THE PLANNED INCREMENTAL AVAIL
AS WE KNOW IT, IS A FOND MEMORY AND THE MIG
USS RONALD REAGAN (CVN 76) AND HER CREW V
TO THE HIGH SEAS WITH AN UNPRECEDENTED LEVE**

STORY BY MC3 TIMOTHY SCHUMAKER



ROLL

GGLES.
HER TEMPORARY
ABILITY, OR PIA
HTY WARSHIP
WILL AGAIN TAKE
EL OF READINESS.

R



Since we completed RIMPAC, all our time and energy has been spent preparing for what's on the horizon – the epic three-hull swap and subsequent voyages to Japan for Reagan and around the Horn of South America for those taking temporary ownership of USS George Washington (CVN 73).

But first, let's reflect on what we have accomplished, lot has happened since last July:

- We welcomed a new admiral to lead our strike group
- We spent plenty of time in port with our friends and families, enjoying beautiful Southern California
- Many of us grew as Sailors by gaining rank and/or getting qualified in important aspects of our respective jobs

Probably the most significant thing we did, however, was to work together with numerous organizations to completely overhaul many major components of our ship and completing the mission. This accomplishment marks the first time since 2008, that an aircraft carrier stationed in the continental U.S. has completed a PIA on time.

Today, Reagan is one of our country's most up-to-date tools for projecting power and presence around the globe, and is ready for her forward-deployment to the U.S. 7th Fleet area of responsibility.

"It took about a half a billion dollars to modernize this carrier to help make it last a full 50 years," said Capt. Chris Bolt, Reagan's commanding officer. "It was commissioned in 2003, so it's got to last until 2053. It's going to take a lot of work, that's a lot of "oil changes" for a big ship."

Along with the new CANES (Consolidated Afloat Network Enterprise System) network, other upgrades to combat systems will change the way we defend our ship. New weapons systems like the optically-guided MK-38 MOD 2 machine gun provide improved close-in ship security. We've added new radars with tighter bandwidth and more fidelity than any other shipboard system.

For an aircraft carrier to be the centerpiece of the Forward-Deployed Naval Forces (FDNF), it must meet the highest self-defense and security standards.

Cmdr. Donald Hocutt, Reagan's combat systems officer, provides insight into how the Navy views Reagan's role going forward.

"It's understood that a forward-deployed carrier is going to defend against the unpredictable threats in that region for an extended period of time," Hocutt said. "You're not going to send a ship over there that isn't the tip of the spear. You've got to make sure that it's upgraded to the latest available equipment."

A mission this expensive and complex required an impressive amount of coordination and communication, which is where Mr. Ray Gibson worked his magic.

As Project Superintendent of Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMF), Gibson was responsible for all of the work aboard Reagan. Every member of the crew, from the commanding officer to the most junior fireman, became teammates with nearly 3,000 private and public sector contractors and production workers, as they joined forces to meet a common goal – successfully complete Reagan's maintenance availability on time.

Gibson set a strategic production vision and drove the Reagan PIA team to meet challenging milestones and goals. This work ethic is evocative of the plaque President Reagan kept on his desk in the oval office, "It Can Be Done." was adopted as a battle cry of sorts - as Team Reagan strived to meet goals and milestones, quickly moving onto the next job, and ensuring things were done safely and correctly.

"I think it's been a resounding success," Gibson said. "We had one of the largest work packages the Navy has ever had during a PIA, and we still had a buffered margin (time to work with) as we approached completion."

Gibson noted that carrier availabilities in the last seven to eight years have not had a good track record of completing on time. The USS John C. Stennis (CVN 74) was in dry dock for a 16-month availability before the Navy announced its decision to move Reagan's homeport to Japan – an announcement that he had been anticipating for some time.

He had been communicating with Stennis project managers to discuss their procedures and processes. Armed with feedback and lessons learned, Gibson was able to lay out milestones to help keep Reagan's availability manageable. Gibson credits this approach with his ability to mitigate risk during the planning period.

"We built a plan that supported issues that may come up, based on experience," he said. "Normally a PIA is a six-month availability, but this one was eight because of CANES. The Air Boss (Commander, Naval Air Forces) and other key stakeholders concurred to extend the availability, which is a big deal because that means other ships had to change their deployment schedules."

CANES, the Navy's newest Local Area Network (LAN) system, integrates all of the ship's IT systems. Reagan is the third carrier to have it installed, and the Navy plans to eventually outfit every ship in the fleet with it.

"CANES is set up to give us much better security," said Captain Bolt. "The older systems were good when they were designed about 20 years ago, but this is the wave of the future. Everything is hosted on one mainframe that provides very good security that we call information assurance."

Most Sailors don't realize how much of Reagan's operations will function cohesively and securely through CANES. Our internal email server, Microsoft Outlook, is just one of 144 software applications running through the network.

Totalling 44,000 man-hours and affecting 895 spaces, the CANES installation also brought in 1,800 new workstations, laptops, and printers throughout the ship.

Reagan's progress during recent months has gained significant attention



Photo by MC3 Chase C. Lacombe

from Navy leadership, all the way up to the Chief of Naval Operations, due to her crucially important future role as the Navy's only permanently forward-deployed aircraft carrier.

According to Gibson, a yard period's critical path or primary objective for mission success, usually revolves around engineering or is propulsion-related, simply because a ship has to be able to move to be effective. This PIA was unusual because the combat systems and weapons departments found themselves in the driver's seat with their roles in numerous upgrades, in addition to CANES.

As the head of combat systems department, Hocutt is staying with Reagan on her voyage to Japan and shares a similarly positive outlook on the synergy between the ship and affiliated organizations to respond to whatever challenges arose.

"If we go in one day and have a road block, we have a team that we can depend on," said Hocutt. "This team was able to respond and be moving forward by the next day. We had the right people in the right places at the right time."

Hocutt was impressed with the "one team one fight" approach and how everybody tried to find a way to "yes" when asked for help or assistance.

"We found ways to do things instead of finding ways we can't," he said. "A lot of organizations have the tendency to say things are too hard and we didn't do that. Every time we had a challenge, we hit it head-on and come through it together."

Lt. Cmdr. John Lalli, the ship's maintenance officer and assistant PIA coordinator, describes the mission as chaotic, but in a good way.

"With the tri-hull swap, we're dealing with manning challenges like critical NECs and who's going to stay with the ship that knows the ship," he said.

Lalli's oversight was critical as he led teams of Sailors who tackled separate rehab objectives around the ship, working outside their rate and comfort zone.

"We ended up taking about 25% of all the departments to support the ship's force teams that were in charge of things like habitability, decks, berthing change outs, and painting the mast, along with all the departmental work we had to do," he said.

During PIA, these teams did an extraordinary amount of work, fixing or refurbishing 48 watertight doors, 50 decks, 21 heads and 17 berthing compartments. Overall their work totaled more than 22,000 man-days, saving the Navy about \$10 million.

Lalli feels that such a large commitment is indicative of how a Sailor's wellbeing is taken into consideration.

"There was obviously a substantial effort made to ensure that our people

are taken care of," he said. "Having that quality of life in racks, heads and other habitability type of issues was obviously a priority."

As the captain has mentioned to the crew during weekly all hands calls, teamwork and the importance of expressing concerns immediately was crucial in PIA success.

"The aggressive nature and full support of the mission made sure we were ready," said Lalli. "We had very effective communications from the get-go; we got the right people in the fold and went with it."

With a proud sense of accomplishment, the crew can look toward the challenges that lie between sea trials and the hull-swap.

Captain Bolt takes all things into account when it comes to gauging the capability of the ship and her crew. From the ship's many moving parts to the actions of her Sailors, he says he looks for a certain amount of self-assurance when preparing for what's to come.

"It's really about confidence and body language," he said. "They're all smart Sailors and everyone knows their job. They could take a written test and pass, but doing the actual job is often harder."

He believes that there should be an incremental growth of expectations in order to safely knock the proverbial rust off and approaches the coming months with a "crawl, walk, run" mentality.

"We make sure we can do it at slow speeds, before we can do it at medium speeds, before we can do it all out at head flank," he said. "It's been eight or nine months since we've done many of these evolutions, so we're going to take it slow and steady and make sure everything works."

"Between now and then, we have quite a bit of underway time," said Master Chief Fire Controlman Theron Gard. "There will be challenges, but the sooner we can get the equipment operational and the teams trained, the better. That's why training is one of the commanding officer's top three priorities. We need to build proficiency."

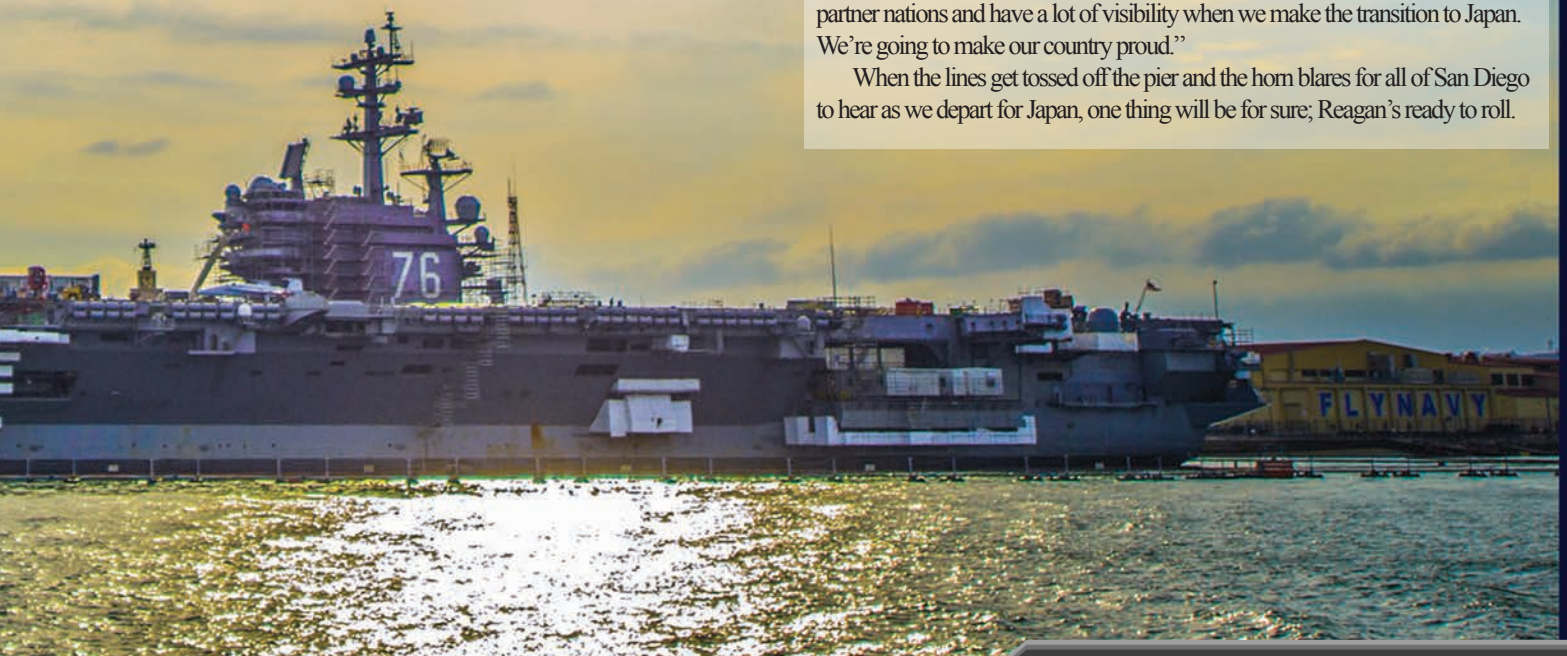
Lalli echoes the master chief's sentiment, adding that managing the details is now the major focus.

"Turning off the lights is always easy, it's turning them back on that is always the difficult part because things will break or not work as planned," he said. "Some of the little things that people would think as inconsequential can get mirrored with two or three other minor things and eventually get in the way of testing a major component. That's what we're getting to now - the little things."

While the combined Sailor, shipyard worker and contractor team pulled Reagan through PIA on time, it's our uniformed Sailors who will take this ship and her future to the next level.

"Consider all the capabilities of this ship," said Lalli. "We'll be working with partner nations and have a lot of visibility when we make the transition to Japan. We're going to make our country proud."

When the lines get tossed off the pier and the horn blares for all of San Diego to hear as we depart for Japan, one thing will be for sure; Reagan's ready to roll.



REAGAN WARRIORS

Award Winning Community Builders

By MC3 Jonathan Nelson

Since World War II, aircraft carriers have been a pillar in America's ability to exercise power across the globe. Their mere presence off an enemy's coast is enough to dissuade adversaries. Potential enemies know that when called upon to deliver, a carrier's airpower is lethal and has pinpoint accuracy.

But there are also other threats plaguing this world; natural disasters are equally harmful and strike without warning. When friends and allies are reeling from the wrath of Mother Nature, they can look to the horizon and see an American aircraft carrier like USS Ronald Reagan (CVN 76) and know that world-class humanitarian assistance and disaster relief is on the way.

While ships like Reagan boast the most advanced weapons, systems and aircraft – Sailors are its greatest asset. They operate these tools to help achieve "peace through strength." These men and women also provide a positive presence abroad and at home – building houses for low-income families, feeding the community's homeless, working with disabled veterans or cleaning local parks.

In August of 2014, Reagan returned to San Diego after successful participation in Rim of the Pacific Exercise and kicked off an eight-month Planned Incremental Availability. As intense work began on the ship, its Sailors got to work in the community. Collectively, Reagan's crew contributed thousands of hours of volunteer work, much of it through the San Diego Parks and Recreation Association.

"Across the span of this maintenance availability, the jobs that people normally do couldn't be performed," said Cmdr. Roy Hoffman, Ronald Reagan's chaplain. "These community service events gave our Sailors the opportunity to be engaged in something meaningful. Not just to the community, but on behalf of the command, the Navy and themselves."

When Reagan Sailors reached the threshold of more than 3000 hours of volunteer work under their collective belt, San Diego Parks and Recreation Association decided to nominate America's Flagship for the President's Volunteer Service Award.

Established in 2003, the award was created by then-President George W. Bush to give recognition to individuals, families and groups who meet requirements for volunteer service. It also served as an impetus for Americans to improve their communities through volunteer service and civic participation. The President's Volunteer Service Award is issued by the President's Council on Service and Civic Participation and places special emphasis on promoting youth achievement, parks and open spaces, healthy communities, public safety and emergency response.

"The recognition was never the objective," said Hoffman. "It just happens to have come because of the volume, impact and commitment of the crew."

Religious Program Specialist 2nd Class Sade' Ford-Jack, a Las Vegas native, helped organize many of Reagan's community service events.

"More than 1,200 Ronald Reagan Sailors gave selfless hours on more than one occasion," said Ford-Jack. "Not to receive an award, but to impact someone else's life."

Team Reagan focused its service efforts in two main areas: Cleaning up city parks and working closely with Therapeutic Recreation Services, a program designed to engage with disabled members of the community.

"We've done substantial clean up in Balboa Park," said Hoffman. "Some of the city parks are the dwelling place of people that are homeless, so they aren't just places of enjoyment for families; they're the places where people live. Cleaning up these places matters to them."

Many Reagan Sailors said their work with Therapeutic Recreation Services was especially rewarding, giving them an opportunity to work with people who needed their help and attention.

"I would say on average, we did three Therapeutic Recreation Services events a week during the eight-month PIA period," said Hoffman. "The astonishing thing was that people who worked with this program went back again and again, because they loved getting involved with folks with disabilities."

While Reagan volunteers achieved great levels of success in their quest to positively impact their adopted hometown, recognition was never the goal; they just wanted to make a difference in the community.

"In my eyes, USS Ronald Reagan has positively impacted more lives than we will ever know," said Ford-Jack. "The various City of San Diego Organizations that we've worked with came together on our behalf to present us with this beautiful award; for that, we are humbled."

On April 1, the core of Reagan's team of volunteers gathered in Balboa Park to be honored for selfless service to the community, the command's second consecutive President's Volunteer Service Award-winning year. Community relations efforts in San Diego, Santa Barbara, and Honolulu earned 2014 accolades.

"When Sailors enter somebody else's world and see the kind of challenges that somebody else faces, it expands their view and shapes their understanding of the challenges of life," said Hoffman. "It gives them the opportunity to really help somebody else, and possibly gain a better appreciation for the opportunities that we have - even when we are in maintenance availability."

Reagan Sailors have participated in many community service events this past year. From Hawaii to our homeport of San Diego, members of our team have made and continue to make a positive community impact.



Photo by MC3 Chase C. Lacombe



Photo by MC3 Chase C. Lacombe



Photo by MC3 Ruben Reed



Photo by MC2 Omar Powell



Photo by MC3 Joshua Warne



Photo by MC3 Ruben Reed



Photo by MC3 Andrew Ulm



Photo by MC3 Joshua Warne



Photo by MC3 Chase C. Lacombe



Photo by MC3 Jonathan Nelson

HULL SWAP 2.0

QUESTIONS AND ANSWERS

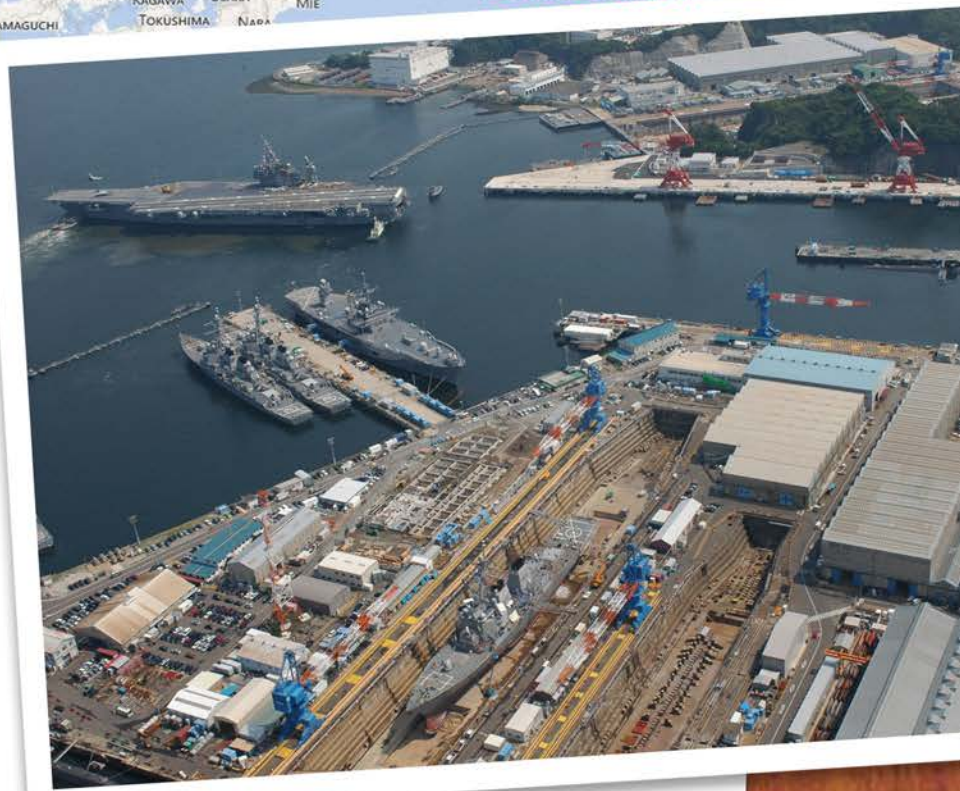


Sea of Japan

JAPAN

Pacific Ocean

Yokosuka



Are you ready, Reagan Sailors?

Our Planned Incremental Availability (PIA) is in our rear-view window now and it's time to get our sea legs back! Are you ready to take Reagan to Japan, or be an important part of the first three aircraft carrier hull swap in U.S. Navy history? A shift of this scale has many moving parts and logistically, will be a challenge. It is important for every member of our team to stay abreast of where we are going and what we will be doing in coming months. In our special Holiday Edition of 76er, leadership answered many of your questions concerning the hull-swap, giving you a better idea of what to expect during the transition. In this edition, we address more deckplate questions and concerns. We've also created a handy checklist highlighting all the things you need to do to be completely ready when we execute our hull swap with USS George Washington (CVN 73). Check it out now or flip the page and get right into the FAQ answers.



If I have orders to detach between September and December 2015, will I be required to accompany the USS George Washington to Virginia?

Yes, expect to be extended to February 2016.

What will happen to my vehicle while I am aboard USS George Washington during the South American Cruise?

You will have to park in Long-Term Parking or have a friend take care of your vehicle until you get back.

I am a Single Sailor with pets. Can I take my pet to Japan?

No, but there are always exceptions.

I am currently single, but planning on getting married before the effective date - 31 August 2015. What's the deadline for me to bring my spouse to Japan?

You must have 12 months remaining on your PRD after arrival of spouse or Household Goods (HHG) and all Overseas Screening (OSS) requirements must be met (i.e. OSS, Family Entry Approval, No-fee passport, etc.) You must also have an updated Homeport Change Certificate.

Will my Basic Allowance for Housing (BAH) stop during this hull swap?

3 Presidents Crew – We are in the process of developing a systematic way to maintain Sailors' entitlements.

Japan Crew - While this is being discussed by our TYCOM and Navy Personnel Command, it is less likely that these crew members will be able to take advantage of retaining their residence. They will instead have to place their HHG's and personally owned vehicle in government storage at government expense.

If my family members fail overseas screening does that mean I will not transfer to Japan?

In general, expect to fulfill your operational obligation, but each case will be looked at on a case-by-case basis.

What if I choose to leave my Dependents in the United States? What will my Housing Allowance be?

You will be entitled to BAH at the designated place you request. You must request this from the Commanding Officer in writing and have his written authorization letter prior to the effective date of the Change of Homeport.

Will the government pay for a plane ticket for me to pick up my family from San Diego once the ship arrives in Japan?

Yes. This is called an Escort Travel Entitlement. Travel must commence within 180 days of the effective date (28 Feb 16). This applies to those Sailors who are receiving Homeport Change Orders, not those who reported on PCS orders but elected not to send their family members to Japan in advance of the ship's arrival.

Operationally speaking, when is the best time to move our family to Japan?

The ideal times are June, October, and December 2015. This must be approved and able to be supported by your Chain of Command.



I am separating between September and December, what will most likely happen with me?

Unless you have a critical skillset required by your department, you will be transferred to Transient Personnel Unit (TPU) San Diego and separated from there. Those who are transiting to Japan with RRN and then sent back for separation will return to TPU Washington State, and those who are required to assist George Washington around South America will be separated by TPU Norfolk upon George Washington's arrival in Norfolk.

What are the living arrangements while we are in Norfolk, Va., and waiting to return to San Diego?

You are required to live on the ship. You will not be entitled to a barracks room or to Norfolk BAH.

My PRD is March 2016, what is the priority on returning Sailors to San Diego?

Sailors will start returning to San Diego around January 2016 after the holiday stand-down period. Sailors receiving orders to depart will be able to detach from George Washington and return to San Diego for a household goods move, if applicable.

My spouse is pregnant, are we able to waive the shots in order to complete the overseas screening?

Yes, your spouse will continue with the overseas screening and receive the shots at a later date. Example: PSC Guardiano speaks from his first-hand experience. His wife's pregnancy was not a temporary disqualifying factor for overseas screening. She was approximately six months pregnant when she did her overseas screening; and a separate screening for their newborn daughter was conducted after completing her first month wellness check-up. Some of the shots were deferred until after the birth.

If I take holiday leave during the George Washington stand-down and return to San Diego, will I be allowed to report to the USS Theodore Roosevelt (CVN 71), since I am already here?

No, you must fly back to the George Washington and wait for the transition period to begin between George Washington and the Theodore Roosevelt. Both ships must maintain their operational readiness and there will be an orderly and deliberate swap of personnel to ensure both ships are surge capable.

What is the wait time for housing in Japan? How many days am I allowed to receive Temporary Lodging Allowance (TLA)?

There is no wait time for housing in Japan. You are allowed to receive TLA up to 60 days. However, you will be required to submit receipts every 10 days until you find a place to live.



JAPAN

CHECK LIST

- Overseas Screening
- Passport
- Housing Lease
- Household Goods
- Family and Pets
- Long Term Storage
- Cold Weather Clothes
- Cellular Phone Provider
- Secure Utilities





THROUGH THE LENS



Photo by MC3 Cody Hendrix

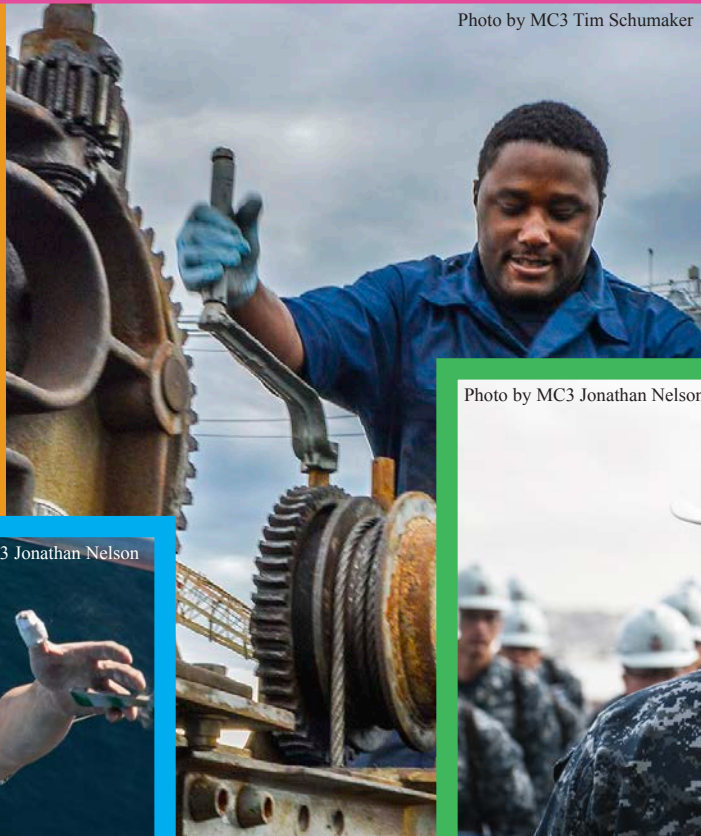


Photo by MC3 Tim Schumaker



Photo by MC3 Chase C. Lacombe



Photo by MC3 Jonathan Nelson



Photo by MC3 Jonathan Nelson



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Photo by MC3 Cody Hendrix



Photo by MC3 Cody Hendrix

Photo by MC3 Nathan Burke



Photo by MC3 Tim Schumaker

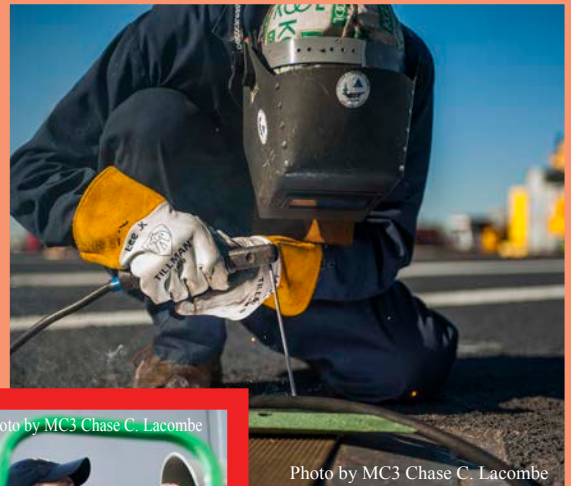


Photo by MC3 Chase C. Lacombe

Photo by MC3 Chase C. Lacombe



Photo by MC3 Tim Schumaker



Photo by MC3 Tim Schumaker



Photo by MC3 Tim Schumaker



Photo by MC3 Cody Hendrix



Photo by MC3 Tim Schumaker



Photo by MC3 Cody Hendrix



Photo by MC3 Cody Hendrix

YEOMAN SEAMAN

MOSHE BENKANDIL

Yeoman Seaman Moshe Benkandil, a dual-qualified hard charger hailing from Myrtle Beach, S.C., reported aboard this mighty warship a little more than a year ago. During his time aboard America's Flagship, he has strived to stand out from his peers, whether as a member of a Tiger Team, where he helped refurbish eight heads around the ship, or staying up all night to study for his warfare qualification boards while temporarily assigned as a food service attendant.

Benkandil is secretary of the command's Diversity Committee, where he helps coordinate events celebrating the range of cultures that represent our crew. He is also a Jewish lay leader, hosting a Jewish service or Shabbat onboard every Friday. Seaman Benkandil is the former Vice-President of the Bluejacket Association and splits his time between responsibilities as the command master chief's yeoman and being a productive member of the executive officer's admin team. His relentless perseverance and quest for self-realization made him the obvious choice for Blue Jacket of the Quarter.

Outside of work, Benkandil trains in Brazilian Jiu Jitsu about four days a week, at Victory MMA. He also tries to soak up as many hiking, beach, and adventurous activities as he possibly can.



SAILOR SPOTLIGHT: getting to know

name: BENKANDIL, MOSHE rate/rank: YN5N (SW/AW)

department: ADMIN division: X-1

daily grind: CMC'S YEOMAN AND XO ADMIN

hometown: MYRTLE BEACH, SC

inspiration: BRAZILIAN JIU JITSU

soundtrack (song): "ALL K" - LIL DICKY

that special place: TEL-AVIV, ISRAEL

sports team: SAN ANTONIO SPURS!

movie: DON'T MESS WITH THE ZOHAN

food: BURRITOS

can't live without: HAPPINESS & FAMILY

proudest moment: WINNING MY FIRST JITS TOURNAMENT

strawberry or grape jelly: STRAWBERRY

best age, why: 11 BECAUSE YOU'RE TALL ENOUGH TO RIDE THE ROLLER COASTERS, BUT TOO YOUNG FOR ANYTHING ELSE TO MATTER

mentor: MY DAD & RENZO GRACIE

hobby: HIKING, TRAINING & ADVENTURING

that perfect day: MORNING TRAINING, FOLLOWED BY SWEET WATERFALL, DIVING AFTER A BEAST HIKE TOPPED OFF W/A DINNER DATE BEFORE GOING OUT TO WATCH THE RED HOT CHILLI PEPPERS

signature: [Handwritten signature]



Benkandil

SEXUAL ASSAULT PREVENTION AND RESPONSE IN THE DOD:

THE 10-YEAR ANNIVERSARY

By MC3 Kristina Marshall

The Take Back the Night marches in England during the 1970s, led by women who refused to be victims of violence as they walked the streets at night, were the first major events to shed light on the issue of sexual assault.

For women serving in the armed forces, there were no such marches. While the rest of the United States was slowly making its way toward raising awareness of sexual violence, military personnel conducted business as usual.

By April 2001, the United States, after many years of struggling in the development process, began to observe Sexual Assault Awareness Month (SAAM). Advocates nation wide were conducting events to give people the tools they needed to prevent and report sexual assault.

The Department of Defense (DoD) had no set policy on the prevention of or response to sexual assault within our ranks until the year 2005.

Though the armed forces have been (legally) integrated since the passing of the Women's Armed Services Integration Act in 1948, the DoD didn't create a set policy on how to properly take action on a sexual assault case or care for victims of sexual assault for almost 60 years.

However, the DoD experienced its first real growing pains in this area in 2004, when it came to the attention of the nation that female soldiers who reported sexual misconduct were left to serve in their units with those accused of assaulting them.

This was also when the lack of a set policy came to the attention of former Secretary of Defense Donald H. Rumsfeld, who ordered a 90-day review of the DoD's process for the treatment and care of victims of sexual assault in the military.

"In the past I believe there was a lack of trust in the reporting system because cases were not handled or investigated correctly," said Senior Chief Sonar Technician (Surface) Elnora McKinney, USS Ronald Reagan's command climate specialist. "Cases were being dismissed because of improper handling of investigations and in turn, victims were ostracized and shamed for reporting."

The Department quickly assembled the Care for Victims of Sexual Assault Task Force, who were charged with reviewing the current process of handling sexual assault cases and caring for victims, then coming back in 90 days with recommendations on how the DoD could improve that process.

One of the biggest recommendations the task force made was for the DoD to establish a single point of accountability for sexual assault policy within the DoD. Out of this, the Joint Task Force for Sexual Assault Prevention and Response was born. Their first major task was to develop a DoD-wide sexual assault policy. In January 2005, they accomplished their first mission and presented to Congress a comprehensive policy on prevention and response to sexual assault.

The policy provided a foundation for the DoD to improve prevention of sexual assault, enhance support of victims and increase reporting and accountability.

"A policy in place provides rigid guidelines to ensure victims are treated with dignity and respect," said McKinney. "It also provides victims access to get help while protecting them from re-victimization. Before this policy some victims were re-victimized, shamed, and were even counseled and questioned about their behavior that led up to the assault. Leaders wanted to "prevent" sexual assault

from happening again and would try to find answers as to "why" it happened. Although they had good intentions, they behaved in a way that made victims feel at fault and eroded trust in the system. Today, leaders are taught to focus on the victim's privacy and well-being and to allow qualified investigators handle cases."

"It's a big issue in the military," said Legalman 2nd Class Malisha Eley, an active member of the Sea Service Leadership Association, Reagan's Diversity Committee. "People are more comfortable coming forward about it now, and that's because there's a policy."

In 2005, the Task Force and all branches of service collaborated to ensure the policy went into place quickly, training more than 1,200 Sexual Assault Response Coordinators (SARCs), chaplains, lawyers, and law enforcement officials in the new policy.

They also trained more than a million servicemembers that year and established sexual assault program offices at all major installations.

The Sexual Assault Prevention and Response Policy became permanent in October 2005, with the approval of DoD Directive 6495.01. The Sexual Assault Prevention and Response Office (SAPRO) is now the single point of authority for sexual assault policy and provides oversight to ensure that each of the service's programs complies with DoD policy.

Today, the DoD observes Sexual Assault Awareness and Prevention Month (SAAPM) to continue training servicemembers on how to properly handle a sexual assault case. This includes training such as bystander intervention training, formal training on how to report sexual assaults, and encouraging servicemembers to attend SAAPM events.

"Sadly, training [before the policy] was just another annual requirement and most Sailors did not understand the complaint process," said McKinney. "Through education and realistic training, today we as Sailors have embraced the fact that sexual assault is everyone's problem and as a result Sailors are more confident in recognizing situations and intervening to prevent sexual assault."

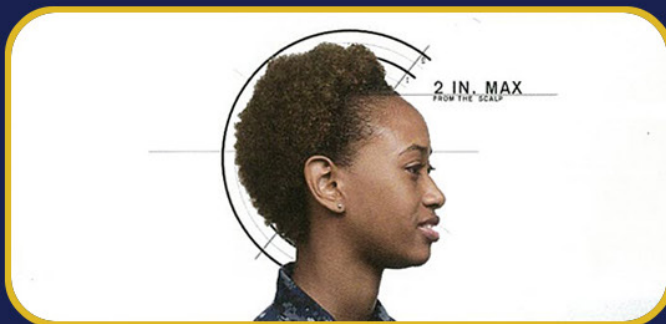
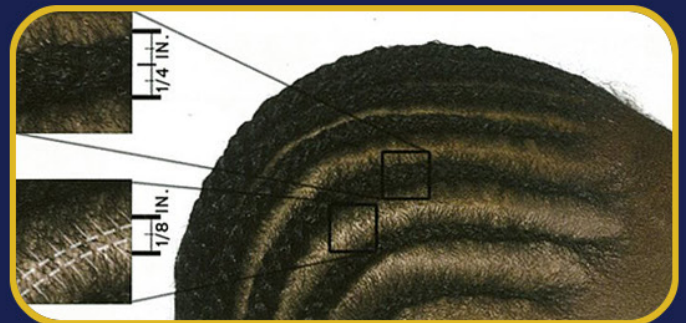
For more information on the Navy's Sexual Assault Prevention and Response (SAPR) Program, visit <http://www.sapr.navy.mil/>

NEW FEMALE HAIR REGS

Highlights of the changes and guidelines include: _____

- Hairstyles must allow for the proper fit of headgear and not interfere with the proper wear of protective masks or equipment.
- When in uniform, hair may touch, but not fall below a horizontal line level with the lower edge of the back of the collar. With service dress jumper uniforms, hair may extend a maximum of 1 1/2 inches below the top of the jumper collar.
- Layered hairstyles are authorized, provided that the layers present a smooth graduated appearance. No portion of the bulk of the hair (except the bun) as measured from the scalp will exceed 2 inches.
- The bulk of the bun shall not exceed 3 inches from the scalp. The diameter of the bun will not exceed 4 inches. Loose ends must be tucked-in and secured. Buns must not protrude through the opening in the back of a ball cap.
- Angled hairstyles may not exceed 1 1/2 inches difference in length from front to back.
- All hairstyles must minimize scalp exposure.
- Two strand braids (a type of twist) are authorized.

For more information on the updated policy visit:
www.navy.mil/ah_online/um/femalehair.html



WARRIOR ETHOS



“The fair breeze blew,
The white foam flew,
The furrow followed free;
We were the first that ever
burst into that silent sea”

The Rime of the Ancient Mariner
- SAMUEL TAYLOR COLERIDGE



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