



THE WASHINGTON SURVEYOR

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By Naval History and Heritage Command

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ASIAN-AMERICAN AND PACIFIC ISLANDER

The Washington Surveyor

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SAILOR in the SPOTLIGHT



ABH1 Yvette Amerman

DEPARTMENT: Air/V-5

Why I joined the Navy: I joined the Navy to explore the world.

HOMETOWN: El Paso, Texas

WHAT SHE LIKES ABOUT HER DEPARTMENT: I like being the air department career counselor because I am able to help Sailors with any career question they may have.

FAVORITE PART OF THE JOB: I love it when Sailors Reenlist.

On the cover: (May 9, 2018) Sailors aboard USS George Washington hug after the Applied Suicide Intervention Skills Training night of remembrance. (Photo by MCSN Kyle Loree)



(May 26, 2018) Lt. Anthony Kozak, assigned to the PCU USS Indianapolis (LCS 17), places a flower next to a wreath during an Indy 500 memorial service. (Photo by MC3 Kashif Basharat)

QUESTIONS of the WEEK

DC

Q: What are the Basic objectives of shipboard damage control?

A: TAKE MEASURES TO PREVENT DAMAGE, MINIMIZE AND LOCALIZE DAMAGE AS IT OCCURS, ACCOMPLISH REPAIRS AS SOON AS POSSIBLE, RESTORE EQUIPMENT TO OPERATION AND CARE FOR INJURED PERSONNEL.

3M

Q: What provides for efficient, uniform methods of conducting and recording preventive and corrective maintenance?

A: MAINTENANCE AND MATERIAL MANAGEMENT SYSTEM.

SAFETY

Q: What program aboard has been established to prevent Sailors from drinking and driving?

A: GEORGE WASHINGTON SAFE RIDE PROGRAM.

PRELIMINARY EVENTS

BATTLE OF MIDWAY

ATTACK ON THE YORKTOWN

By Naval History and Heritage Command

It was on the same eventful day, June 4th that the Yorktown suffered the first two of the three attacks which ultimately sent her to the bottom. The first of these was made by dive bombers, the second by torpedo planes.

At 0815 that morning, while our carriers were launching their last planes for the attack on the Japanese striking force, the radar of Task Force SUGAR detected a Japanese twin-float seaplane 36 miles to the south. It is thought that this plane reported the position of our carriers - probably the first intimation the enemy had of their presence. 22 At that time the Japanese bombers were returning from Midway.

Undoubtedly the enemy intended to launch a second attack, this time directed at our carriers, as soon as his planes could be refueled and rearmed. But the attack of our torpedo squadrons came just in time to prevent his launching, and our dive bombing attack caught a large number of his planes on deck.

However, one of the enemy carriers, the Hiryu, remained undamaged and had withdrawn to the north. It was from this ship that the planes came to attack the Yorktown.

At 1130 the Yorktown sent out 10 scout bombers, each with one 1,000-pound bomb, to search between 280° and 20° to a distance of 200

miles for the fourth Japanese carrier. Three hours later (1430) while the Yorktown was under attack by torpedo planes, a plane of this group discovered the Hiryu and made a report which enabled the Enterprise and the Hornet to attack her.

About the same time that this search group was launched, a combat air patrol of 12 fighters took off. The patrol of 6 planes which was thus relieved, and the surviving 4 fighters of the escort force which had just

22 It is possible that the enemy did not know of the presence of our carriers until we attacked. He was first

heard to ask our carriers' position 4 minutes after our planes approached his carriers.

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Returned were on deck being refueled when at 1159 radar picked up a large number of planes, estimated at 30 or 40, on bearing 250° at a distance of 46 miles. There seemed to be 5 groups, apparently climbing as they approached.

Immediately refueling operations were suspended. The 16 VSB planes which had recently returned from attacking the Japanese carriers and were still in the landing circle were ordered to clear the ship. Fuel lines were drained and CO2 introduced under pressure. An auxiliary gasoline tank on the stern was dropped overboard.

Our fighters were ordered out in two waves to intercept the approaching planes. At 15 or 20 miles they encountered about 18 single-engine Bakugeki type 99 Navy dive bombers and 18 fighters at 8,000-10,000 feet. So effective were our fighters that

only 8 bombers broke through to meet the formidable screen of antiaircraft fire thrown up by our ships.

When the attack took place the Yorktown was accompanied by two cruisers, the Astoria and Portland, and five destroyers, the Hammann, Morris, Russell, Anderson, and Hughes, cruising in disposition "Victor".23 Radius of the screen was one mile, speed 25 knots. The course and axis of the force were 225°, but as the enemy planes came into sight on bearing 255° course was changed to 110°, then to 145°. When at 1206 fire was opened at a range of 9,000 yards the Portland on the Yorktown's starboard bow and the Astoria on her starboard quarter were near the line of attack and had a clear field of fire.

Since only eight bombers succeeded in evading our fighters, our gunners had to choose individual targets rather than lay a barrage.24 One plane was shot down soon after coming within range. As the next plane came in and dove to its bomb release point it was cut to pieces by antiaircraft fire, but

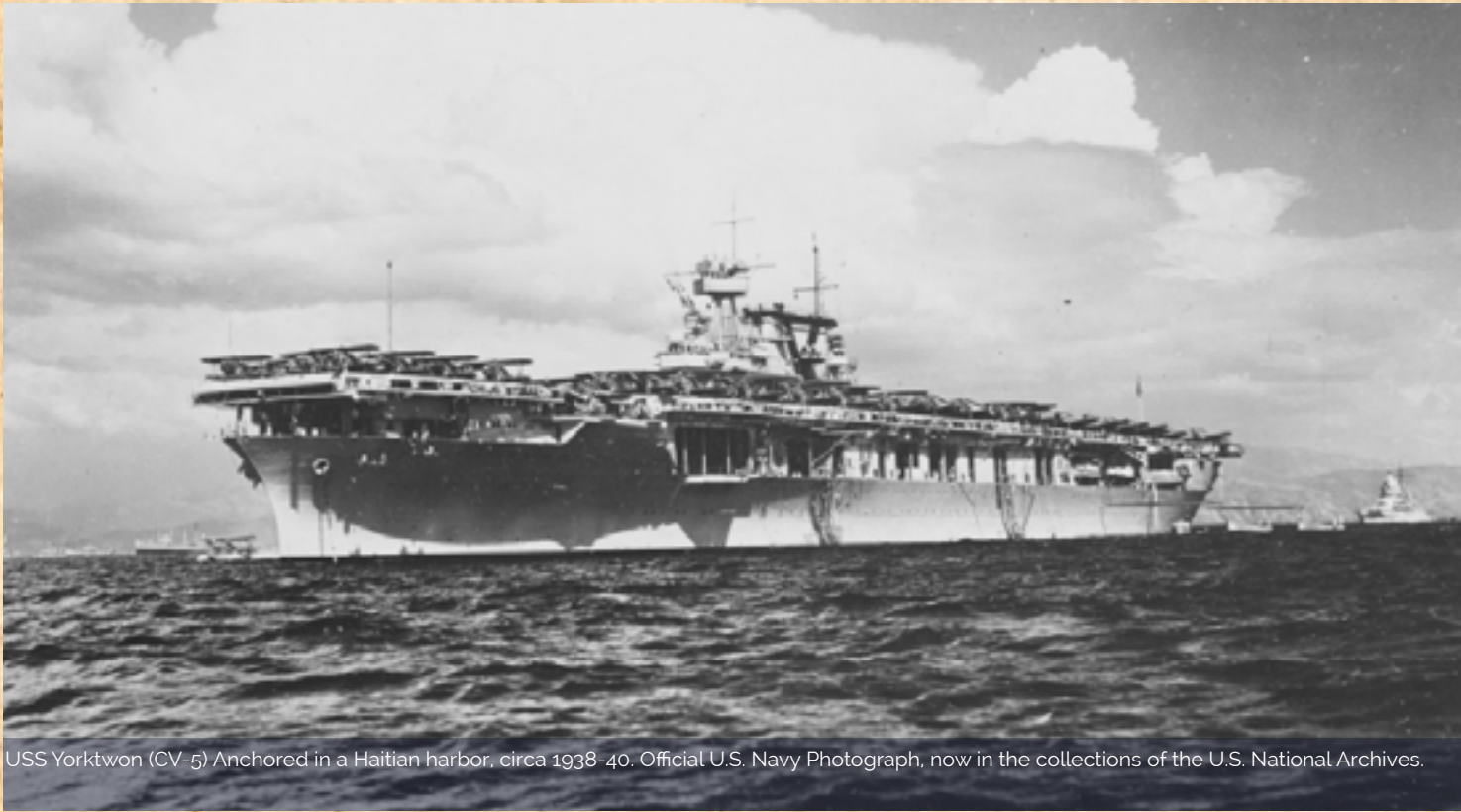
its bomb tumbled on the Yorktown's deck just abaft the number two elevator. The third plane dove and was hit at the instant its pilot released his bomb, which fell so close astern that fragments wounded gunners on the fantail and started small fires, while pieces of the plane fell in the Yorktown's wake. Three planes dove from the port beam and released their bombs before our gunners found them. Two bombs were

23 Disposition "Victor" is a circular formation for meeting air attack. Each screening vessel is on an assigned true bearing from the carrier at the center. As the carrier maneuvers, the screening vessels conform to maintain their distance and true bearing (though not their relative position) from the carrier.

24 Reports of the action, while agreeing in essentials, vary considerably in detail. This account depicts the bombing as seen from the Yorktown.

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Misses, one wide and one close to



USS Yorktown (CV-5) Anchored in a Haitian harbor, circa 1938-40. Official U.S. Navy Photograph, now in the collections of the U.S. National Archives.



The Japanese carrier Hiryu's Type 97 shipboard attack aircraft fly through anti-aircraft shell bursts while closing on USS Yorktown (CV-5) to deliver a torpedo attack, during the mid-afternoon of 4 June 1942. Photographed from USS Pensacola (CA-24). At least three Japanese aircraft are visible in this image, in a shallow arc from near the left side to below and right of the camera aiming cross. Official U.S. Navy Photograph, now in the collections of the U.S. National Archives.



starboard, but the third hit the deck on the starboard side and penetrated the uptakes, where it exploded. The plane which dropped it crashed into the sea beside the ship. A seventh plane circled and dove from ahead. The bomb, dropped an instant before the plane was shot down, hit the number one elevator and exploded above the fourth deck, starting a fire. The last plane missed on the starboard beam. Three hits had been made.

It was all over by 1215. Not one of the bombers escaped.²⁵ The Yorktown was smoking heavily and had come to a stop. Her screening vessels circled her at 2,000 yards, zigzagging at high speed. An hour later (1320) they were joined by the Vincennes, Pensacola, Benham, and Balch from Task Force SUGAR.

Damage to the Yorktown proved not to be serious. The first bomb, mentioned above, blew a hole 10 feet in diameter in the flight deck. It killed and wounded many men on 1.1-inch gun mounts 3 and 4, as well as those on machine guns at the after end of the island and in the hangar. It set fires in planes on the hangar deck, some of which were loaded with torpedoes, but the prompt release of the sprinkler system by Lt. Alberto C. Emerson prevented a serious conflagration.

The second bomb, coming from the port side, went through the flight

deck on the starboard side, and, still traveling outward to starboard, penetrated the uptakes, where it exploded just above the third deck level. It was this hit which stopped the Yorktown. The concussion extinguished the fires in all boilers except number one. It also wrecked the Executive Officer's office and ignited paint on the stack. It ruptured the uptake from 1, 2, and 3 boilers in the forward fire room and completely disabled boilers 2 and 3. All boiler rooms were filled with smoke, as No. 1 boiler was discharging through the ruptured uptake into the air intake. Steam pressure dropped and the Yorktown lost speed. However, the personnel of No. 1 boiler remained at their station despite heavy smoke and gas and kept it going. When the throttle was closed, this single boiler was able to maintain pressure for the auxiliary equipment. The third bomb, probably an 800-pounder, struck on the starboard side and penetrated to the fourth deck, where it exploded and started a fire in a rag stowage space. This was near a 5-inch magazine, which had to be flooded, and near a gasoline tank, which was protected by CO₂.

²⁵ According to some reports, one plane may have got away.

Repairs were made quickly. The hole in the flight deck was covered in less than half an hour. By 1340 repairs to the uptakes permitted the other boilers to be cut in, except for Nos. 2 and 3, which were disabled. By 1350 the ship was in condition to do about 20 knots, and fires were sufficiently under control to permit refueling of fighters on deck.

Fueling of these planes had just begun when at 1427 the Pensacola, which had assumed radar guard after the Yorktown was damaged, picked up enemy planes bearing 340°, distance 33 miles. There was already in the air a combat patrol of six Yorktown fighters which had rearmed and refueled on board the Enterprise. Four of these were vectored out to intercept the enemy, and in a few seconds the other two followed. The first four, flying at 10,000 to 12,000 feet, overran the enemy planes, which were coming in at 5,000 feet, and had to turn back to find them. The other two met the Japanese 10 to 14 miles out.

Meanwhile on the Yorktown fueling of the planes on deck was hastily suspended and CO₂ again introduced into the gasoline system. Of the 10 fighters on deck, 8 had sufficient gasoline to go into action. The fourth of these was being launched when the Yorktown's port battery opened fire, and the vessels to starboard of the



USS Yorktown (CV-5) sinking, just after dawn on 7 June 1942, as seen from an accompanying destroyer. The ship has capsized to port, exposing the turn of her starboard bilge, and is settling rapidly by the stern. This view looks over the ship's upper starboard structure, with her forefoot and front edge of the flight deck in the left center. Note froth at right from escaping air. U.S. Naval History and Heritage Command Photograph.

Yorktown had to hold their fire till our own planes got clear.

When this attack developed the Yorktown was screened by the two cruisers and five destroyers of Task Force FOX, and by the Vincennes, Pensacola, Balch, and Benham, which had been sent from Task Force SUGAR after the first attack on the carrier. This force was in "Victor" formation on course 90°, so that the attack came from port or the port quarter. The Yorktown's speed had been gradually increased to about 20 knots.

The planes which our fighters intercepted at about 12 miles distance proved to be 12 to 16 type 97 Kogekiki (Navy torpedo bombers), escorted by about the same number of fighters. Our fighters shot down 5 to 7 of the torpedo planes before our ships opened fire. About 8 came on, one of which fell soon after coming within range of our anti-aircraft fire.

When fire was opened, the Pensacola and Portland were on the side of the screen advanced toward the attack. The approaching planes were in two groups. One of five

headed to pass astern of the Pensacola toward the Yorktown, and two or three to pass ahead of her. They had already started their glide when our vessels to port of the Yorktown

--30--

Opened fire at 1441 at a range of 12,000 yards. The curtain of fire thrown up by our ships was so heavy that it seemed impossible for a plane to pass through it and survive. Indeed, according to some reports, a few enemy planes circled outside, not daring to come in. Seven or eight, however, came through. As they passed our screening vessels our gunners followed them even though our own ships lay beyond in the line of fire. It seems that only four or five survived long enough to drop their torpedoes. Two of these the Yorktown avoided by skillful maneuvering, so that they passed under her bow. Two others, however, could not be avoided, and they caught her admidships on the port side. The two explosions at 1445 were about 30 seconds apart. The planes which scored these hits were shot down either in passing the Yorktown or in attempting to pass

through the fire of her escorting vessels. It is believed that not one of the attacking squadron returned to its carrier.²⁶ By 1447 firing ceased. The Yorktown, listing heavily to port, was losing speed and turning in a small circle to port. She stopped and white smoke poured from her stacks. The screening vessels began to circle.

Inside the Yorktown all lights had gone out. The Diesel generators were cut in, but the circuit breakers would not hold and the ship remained in darkness. The list gradually increased to 26°. Without power nothing could be done to correct it. The Commanding Officer and the Damage Control Officer thought it probable that the ship would capsize in a few minutes, and at 1455 orders were given to abandon ship. Inside, men clambered over steeply sloping decks in total darkness to remove the wounded. After an inspection on which no living personnel were found, the Commanding Officer left the ship.

Destroyers closed in to pick up survivors.

SAILORS STAND TOGETHER AGAINST SUICIDE

By MCSN Kyle Loree

(May 9, 2018) Cmdr. Philip Bagrow speaks to Sailors and their families during an Applied Suicide Intervention Skills Training night of remembrance. (Photo by MCSN Kyle Loree)

Sailors aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73) are standing together to fight suicide. The George Washington's Applied Suicide Intervention Skills Training, or ASIST team are working towards making sure Sailors get the help they need.

Suicide is one of the leading

causes of death for service members. According to the Defense Suicide Prevention Office's Department of Defense Quarterly Suicide Report, over 200 active duty service member committed suicide in 2016. It is ASIST's goal to prevent as many suicides as possible.

ASIT recently held the Night of Remembrance for the Sailors

aboard the George Washington to have a safe place to share and talk about their personal experiences with suicide and depression. The night was to remember those lost to suicide and raise awareness that there is help available to those in need. The ASIST mission is to train as many people as possible how to help someone considering suicide.



(May 9, 2018) CS3 Katelynn Phillips speaks to Sailors and their families during an Applied Suicide Intervention Skills Training night of remembrance. (Photo by MCSN Kyle Loree)



(May 9, 2018) ABHAN Oliver Rodriguez, an attendee at the Applied Suicide Intervention Skills Training night of remembrance, and Valencia Faulkner, an attendee at the night of remembrance mourn their late husband and friend. (Photo by MCSN Kyle Loree)

"ASIST is important because it gives Sailors someone to lean on," said Culinary Specialist 3rd Class Katelynn Phillips, George Washington's ASIST program manager.

"It is vital for those struggling to be able to talk to someone who can help them get the treatment they need."

There are resources available to those in need, said Phillips. If a Sailor needs to talk to someone they can reach out to an ASIST member, talk to a chaplain, or the

Deployment Resiliency Counselor. Cmdr. Philip Bagrow, command chaplain aboard the George Washington is one such resource.

"There are people here to help in an official capacity, but with ASIST you have Sailors that want to help out in addition to all their other responsibilities," said Bagrow.

"That to me is amazingly powerful and that connects with Sailors in a different way."

Chaplin and other resources that provide help for Sailors in need work closely with ASIST to help as

many people as possible.

"Together the professionals on board teamed with Sailors in ASIST make the best team," said Bagrow. "When we unite we cover as many bases as possible to provide help to those in need."

Phillips and Bagrow both agreed talking is one of the most effective ways of getting those in need the proper help. Between ASIST and other personnel aboard the ship the George Washington are working together to fight against suicide.



(May 9, 2018) CS3 Jalynn Mcfadden speaks to Sailors and their families during an Applied Suicide Intervention Skills Training night of remembrance.

The Maintenance Material Management Training Team

By MCSA Adam Ferrero

When a Sailor first arrives at the Nimitz-class aircraft carrier USS George Washington (CVN 73), they attend ship Indoctrination where they learn about ship life, the local area, damage control and the importance of the 3M: Maintenance Material Management.

The importance of understanding 3M is something Sailors hear a lot about, but with so many facets to the 3M system however, it can be difficult to understand exactly what it's for, why they should learn about it, and who is overseeing all the moving parts involved.

That's where the 3M Training Team (3MTT) comes in.

"The Navy's Maintenance Material Management system is designed to provide Sailors with structure and guidance in order to maintain the operational capability of naval vessels and equipment," said Chief Damage Controlman Freddie Garcia, a 3M Coordinator (3MC) aboard George Washington. "By keeping our equipment in good working order, we support the Navy's overall mission readiness. As a training team, we plan, train, track and document maintenance and maintenance personnel aboard the ship."

It is important to the ship that 3M is being properly supported.

"If we don't properly support the

3M system, the material maintenance condition on the ship would be degraded," said Lt. Cmdr. Carlos Veasley, the 3M Officer (3MO) aboard George Washington. "It would risk the ship not meeting its 50-year life cycle."

As George Washington's 3MO, Veasley leads the 3M team onboard, which is currently working out of the 3M trailer on the flight deck.

"I coordinate all administrative functions of the 3M program," said Lt. Cmdr. Carlos Veasley, the 3MO aboard George Washington. "This includes evaluating the effectiveness of 3M operations utilizing SKED 3.2 and OMMS-NG (Organizational Maintenance Management System Next Generation), monitoring an active self-critical spot check program, training and updating department heads (HOD) and principle assistants (PA) on all fleet changes within the 3M organization, acting as the chief engineer's PA on all matter concerning the ships material condition, and acting as the executive officer's PA on all 3M matters."

That may sound like a lot, but given the current state of George Washington as it undergoes RCOH (Refueling and Complex Overhaul) in Newport News Shipyard, there is even more emphasis on maintenance.

"One thing that we've really had to focus on is the tracking of equipment," said Garcia. "Most equipment will be worked on in some form or fashion, so

there will be more maintenance in that aspect. On top of that, equipment is also being removed and/or replaced. Spaces, systems and so on. A lot of tracking."

Tracking priorities are certainly not the only things changing because of RCOH.

"RCOH makes managing the 3M program very challenging," said Veasley. "With old systems being removed and new systems getting installed, the 3M databases are in constant change. It is very easy to miss a maintenance task or lose track of the ships configuration if you're not careful. 3MTT will mitigate the challenges of RCOH by training their respective departments on the functions of 3M and the systems that support it, which will in turn ensure databases are kept up-to-date as systems change and will ensure proper maintenance actions are performed on time."

Because supporting a functional 3M system is a ship-wide team effort, sometimes the biggest challenge is simply communication.

"On a ship that has over 2000 Sailors, it's very tough to keep everyone informed on the many changes that happen within 3M, especially during RCOH," said Veasley. "My team and I overcome these challenges by utilizing

every communications path available to us.

These include all hands emails, departmental 3M Assistants meetings, 3MTT meetings and the quarterly command khaki brief."

Despite this difficulty, or perhaps because of it, effective communication can be one of the most rewarding aspects of working in 3M.

"I get to go home each night knowing that I'm part of a team that is working hard, teaching well and effectively communicating," said Garcia. "I get to wake up each day knowing we are really driving our production and completing our mission."

For Sailors that have 3M questions or concerns, the 3M office is always open to them.

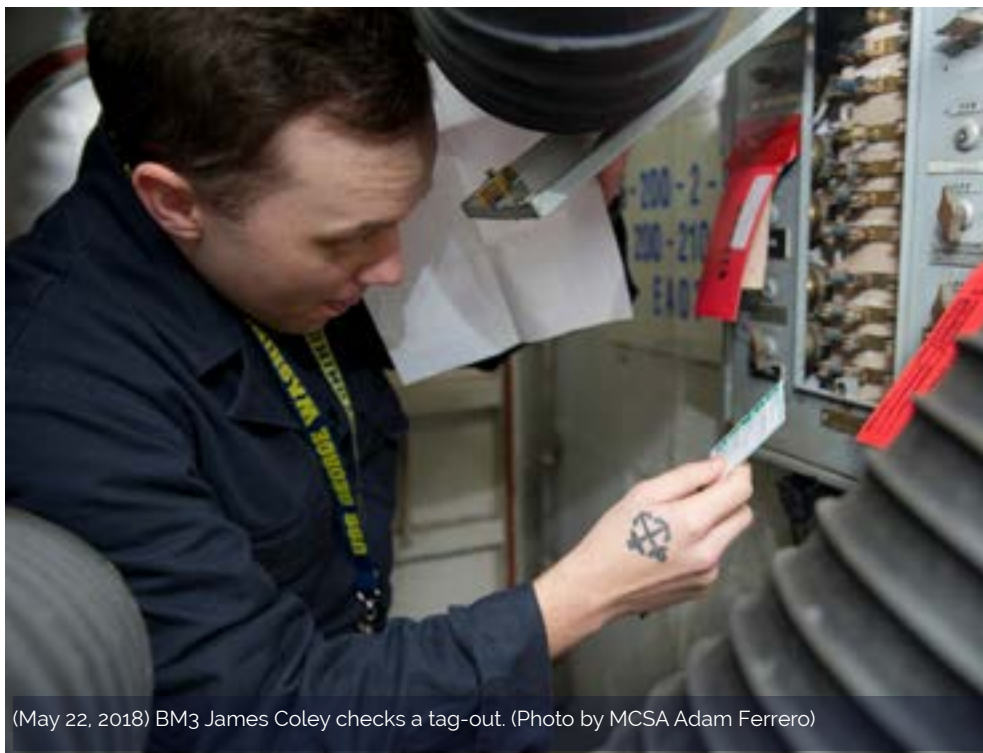
"I am a people person and I love working with Sailors," said Veasley. "My team is standing by to provide answers to your 3M questions and any training you need on any 3M database. Although our job is to constantly

evaluate the effectiveness of the ships 3M program, I have made it my goal to ensure the crew knows the 3M team is not here to poke you in the eye. We are one team, and the 3M Office is a resource that should be used to ensure your respective programs are effective. One team! One fight!"

To a Sailor first approaching it, the 3M system may seem incredibly overwhelming. However, with the guidance and support of the 3MTT, it's a language that everyone can learn to speak.



(May 22, 2018) SN Jett Bollinger climbs down a ladder to check a tag-out. (Photo by MCSA Adam Ferrero)



(May 22, 2018) BM3 James Coley checks a tag-out. (Photo by MCSA Adam Ferrero)



(April 23, 2018) From left, Lt. Cmdr. Carlos Veasley, the 3M Officer, BMCM John McCauley, MRCS Henry Freeman, MMC Huburn Angus and DCC Freddie Garcia, 3M Coordinators assigned to George Washington, pose for a photo. (Photo by MCSA Adam Ferrero)

ASIAN-AMERICAN AND PACIFIC ISLANDER HERITAGE MONTH

Sailors in the US Navy hail from nations all around the world. The representation of different nationalities and backgrounds provides a diverse work force where Sailors are able to work alongside individuals from various upbringings and learn from one another.

May is recognized as Asian-American and Pacific Islander heritage month and highlights the culture, heritage and contributions of Asian-Americans and Pacific Islanders and their contributions to the military and the development of our nation.

Asian/Pacific is a broad term that encompasses all of the Asian continent and the Pacific islands of Melanesia, Micronesia and Polynesia – over 60 countries in all.

“Our culture is very strong,” said Jena Cruz, a Sailor from Chalan Pago, Guam, assigned to the Nimitz-class aircraft carrier USS George Washington (CVN 73). “We love being a part of the U.S. (Guam became a U.S. territory in 1898 following the Spanish-American War) but you have to know that

you’re going from America into this small island that has their own culture. We’re working with each other, but we still have to go there and be able to respect everything that they came from to be able to successfully work alongside each other.”

The transition for an individual from a small island in the Pacific to the United States can be overwhelming. Moving from an island country with less than 200,000 inhabitants to a nation of more than 325 million is understandably daunting.

“It was a big culture shock to me,” said Operations Specialist 2nd Class Joseph Mejares, a George Washington Sailor from Dededo, Guam. “Mainly because in Guam you know a lot of people because it’s a tiny island. It’s basically like everyone knows each other. Anywhere you go you’re going to run into someone you know. Everything here is all new to me. It’s all new people and new experiences. It’s a lot more diverse. Growing up in Guam I really enjoyed having that close-knit

community where everyone knows each other, but it’s always nice to meet new people.”

The diversity among Sailors is a benefit that offers an opportunity for growth through exposure to different values and ideologies shared by their shipmates that come from different walks of life that their own.

“It’s basically finding who to network with,” said Cruz. “Finding out who’s genuine and who you want to surround yourself with to help you get to the next level. When you come here and you’re on a ship with 3000 or more people it’s like you have 3000 people that you have to live with, work with and get to know. When you come from somewhere with a smaller population that’s a lot easier to accomplish.”

The rich heritage of Asian-Americans and Pacific Islanders spans throughout American history. These proud individuals have forged a legacy that reflects the spirit of a nation that values the contributions of all.

THE HISTORY OF ASIAN-PACIFIC ISLANDER HERITAGE MONTH



HERITAGE MONTH WAS FIRST INTRODUCED AS A CONGRESSIONAL BILL IN JUNE OF 1977 THAT PURPOSED THE FIRST TEN DAYS IN MAY BE CELEBRATED AS ASIAN-PACIFIC ISLANDER HERITAGE MONTH



PRESIDENT JIMMY CARTER SIGNED A JOINT RESOLUTION ON OCTOBER 5, 1978 MAKING IT AN ANNUAL CELEBRATION



TWELVE YEARS LATER IN 1992 PRESIDENT GEORGE H.W. BUSH SIGNED A LAW MAKING THE CELEBRATION A MONTH LONG



MAY WAS CHOSEN FOR ITS IMPORTANCE TO THE ASIAN AMERICAN CULTURE. THE FIRST JAPANESE PERSON TO ARRIVE IN THE UNITED STATES WAS ON MAY 7, 1843

USS Milius Joins Forward
Deployed Naval Forces in
Yokosuka, Japan

By Garrett Zopfi

The Arleigh Burke-class guided missile-destroyer USS Milius (DDG 69) arrived at U.S. Fleet Activities (FLEACT) Yokosuka, to become part of the Forward Deployed Naval Forces (FDNF) in Japan, Tuesday, May 22.

The arrival of Milius to the 7th Fleet adds another upgraded Aegis Baseline 9 destroyer to the waterfront in Yokosuka.

“The crew has trained extremely hard to get the ship fully certified and ready for tasking,” said Milius Commanding Officer Cmdr. Jennifer Pontius. “There is a lot of planning and preparation that goes into getting a ship ready to forward deploy and to transition a crew and their families overseas; I could not be prouder of this crew and their hard work.”

Milius moored pier-side to the sounds of the 7th Fleet band’s fanfare and cheers from family and friends.

On hand to welcome Milius to their new home Tuesday, were senior members of the naval forces leadership in Yokosuka, including Fleet Activities Yokosuka’s Commanding Officer, Capt. Jeffrey Kim.

“Fleet Activities Yokosuka is very happy to welcome the entire Milius team, including their families, to their new home,” said Kim, who oversees the U.S. Navy’s largest overseas installation.

“As a community, we look forward to supporting USS Milius as one of 13 Forward Deployed Naval Force ships stationed here in Yokosuka.”

“My crew and I are very excited to arrive in Yokosuka today and join this elite team of Forward Deployed Naval Forces,” said Pontius. “For more than 50 years, the U.S.-Japan alliance has been the foundation of peace, security and the cornerstone of U.S. engagement in the region. We aim to foster and strengthen

that bond with the Japan Maritime Self-Defense Force and the local community.”

The excitement of service overseas wasn’t lost on the crew who, after months of preparation, are anxious to explore their new home and be reunited with their families.

“I’m not just going to confine myself to base,” said Information Systems Technician 2nd Class, Tanisha Canedo, who looks forward to Japan’s “culture, activities and the food.”

“You try to hold back the emotion but it’s touching,” said Information Systems Technician 1st Class Cameran Heckenlaible who was reunited with his wife and children after six months apart.

“Thank you again for welcoming us to your wonderful city,” concluded Pontius to the crowds gathered at Yokosuka’s berth 7 pier. “We are incredibly excited to be here and look forward to exploring and learning about the Japanese culture.”

Arleigh Burke-class guided-missile destroyers perform key roles in support of carrier strike groups, expeditionary strike groups or surface action groups. Destroyers are capable of sustained combat operations supporting forward



180522-N-JT445-095 YOKOSUKA, Japan (May 22, 2018) The Arleigh Burke-class guided missile-destroyer USS Milius (DDG 69) arrives at U.S. Fleet Activities (FLEACT) Yokosuka, to become part of the Forward Deployed Naval Forces (FDNF) in Japan. FLEACT Yokosuka provides, maintains, and operates base facilities and services in support of the U.S. 7th Fleet's forward-deployed naval forces, 71 tenant commands and more than 27,000military and civilian personnel. (U.S. Navy photo by Ryo Isobe/Released)

presence, maritime security, sea control and deterrence.

These combatants operate in a network centric warfare environment and execute multi-mission tasking to include air, surface, undersea, space and cyber warfare. Destroyers coordinate with units of a task group to conduct naval operations and execute the Maritime Strategy under a naval component commander.

Maintaining the most technologically advanced ships is vital to support the United States’ commitment to the security, stability and prosperity of the Indo-Pacific region.

Milius left its former home port of San Diego, April 20.

throw
Kindness
like Confetti

**Give random acts of kindness.
Not sure where to start? Here are some ideas:**

Give someone a compliment.


Donate to charity.

Help a shipmate study.

Provide constructive feedback.

Hold the door.

Buy someone lunch.



According to a Harvard Business School survey, kindness increases overall happiness.

According to a study by Emory, being nice can lower stress by producing less cortisol. Cortisol can cause heart disease and diabetes.

Various studies show that being nice improves overall health and promotes a longer life span.



Admiral **CHESTER W. NIMITZ**

Admiral Nimitz, Commander in Chief of the Pacific Fleet, supported the codebreakers and their efforts prior to the Battle of Midway. He faced some opposition, however, from Washington, who weren't convinced that the code had been broken.

For one thing, they still hadn't pinned down exactly what the Japanese meant by "AF." Rochefort was always sure it was Midway but he needed proof. Around May 10th he went to Intelligence officer, Rear Admiral Edwin T. Layton, with an idea. Instruct Midway to radio a fake message in plain English, saying their fresh-water machinery had broken down. Nimitz gladly went along with the ruse. The Japanese took the bait, reporting that "AF" was low on fresh water.