

# The Avenger



...And A Gentleman  
Turning the Tide: Part III  
June 02, 2017

# [The Avenger]

- COMMANDING OFFICER**  
CAPT Will Pennington
- EXECUTIVE OFFICER**  
CAPT Gavin Duff
- COMMAND MASTER CHIEF**  
CMDCM Huben Phillips
- PUBLIC AFFAIRS OFFICER**  
LCDR Alana Garas
- DEPUTY PAO**  
LT Katie Koenig
- MEDIA DLCPO**  
MCCS Mike Jones
- MEDIA PRODUCTION CHIEF**  
MCC Jen Blake
- EDITOR-IN-CHIEF**  
MC1 Sean Hurt
- MANAGING EDITOR**  
MC2 Spencer Fling
- MAGAZINE EDITOR**  
MC2 Michael B. Zingaro
- ART DIRECTOR**  
MC3 Brooke Macchietto
- STAFF WRITERS/  
PHOTOGRAPHERS**  
MC2 Christopher Gaines  
MC2 Michael B. Zingaro  
MC3 Brianna Bowens  
MC3 Mario Coto  
MC3 Daniel Gaither  
MC3 David Lee  
MC3 Brooke Macchietto  
MC3 Matt Matlage  
MC3 David Mora Jr.  
MC3 Danny Ray Nunez Jr.  
MCSN Kallysta Castillo  
MCSN Lauren Deal  
MCSN Jennifer M Kirkman  
MCSN Kyle Moore

The “Avenger” is produced, edited and approved by the Media Department of USS George H.W. Bush (CVN 77). “Avenger” is an authorized publication for the members of USS George H.W. Bush (CVN 77) and their families. Its contents do not necessarily reflect the official views of the U.S. Government, the Department of Defense or the U.S. Navy and do not imply the endorsement thereof.



On the Cover: The Big XO, CAPT Gavin Duff.  
Photo by MC1 Sean Hurt

# [View From the Top]

CAPT Gavin "Deedle" Duff, Executive Officer, USS George H. W. Bush

There are moments in life that have a profound impact which we cannot fully experience until we have opportunity to reflect. When I received orders to report as the Executive Officer aboard USS George H.W. Bush (CVN 77), I was excited and humbled, but I had no idea the effect it would have on me as an officer, aviator and leader.

As I look back on this tour, I will never forget the persistence demonstrated by our Sailors as we brought the ship back to life after an extensive PIA and the feeling of accomplishment when we sailed away from the ship yard for the very first time. I will always be thankful for the ingenuity I witness daily as Sailors solve technical problems and develop solutions to accomplish the mission at hand. I will forever be impressed by our excellence in adversity; as the problems get harder and the conditions become tougher, we raise the bar higher and always meet the mark. I had the personal pleasure of leading an unbelievable team through a rigorous deployment and that has been the highlight of my career.

Team 109: GHWB, CSG-2, CVW-8 and CDS-22, you have accomplished so much in a remarkably short amount of time, and I firmly believe that is because the individual leaders on this ship are investing in our Sailors. Our success comes from building a team that is technically proficient and practiced. I challenge you to stay focused and continue to hone your unique skill sets so you are prepared when they become most critical.

For those who are charged with leadership – continue to lead and learn about it every day. Continue to seek personal and professional growth. Find a way to invest in your Sailors daily, regardless whether they are your top performer or someone who needs great encouragement. Understand that the most effective leader is often the most receptive follower.

For those charged to follow – meet the expectations set by your leadership and take the opportunity to learn about leadership when you see it in action. Continue to leverage diversity as one of our great strengths and above all, seek to treat everyone as you would like to be treated, with dignity and respect.

The key to our effectiveness is recognizing that every day presents new opportunities and different challenges. Wisdom comes



Photo by MC1 Theodore Green

from knowing when it is your turn to lead and when it is your time to follow.

Sailors joke that I am everywhere, but I learned early on in this tour that I couldn't be. To be successful in this position, it is imperative to trust and to be trusted. I want to personally thank each and every one of you for trusting me as your XO and for making it so easy for me to trust our team.



Photo by MC2 Christopher Gaines



# [Avengers of the Day]



## [AN(AW) Soana Letisi]

While assigned to the "Lancers" of VAQ-131 as a night check plane captain, AN Letisi was instrumental in the completion of over 216 daily and turnaround inspections and 96 aircraft washes contributing to a very successful mid-cruise material condition inspection. He seamlessly took charge of the line division tool control program with minimal guidance, incorporating six changes, resulting in zero discrepancies during the semi-annual work center audit.

## [YN2(SW) Nathaniel D. Hutchins]

While assigned to weapons department's G-5 division as departmental administrator, YN2 Hutchins expertly managed and processed more than 3,000 routine correspondence, contributing to the department's 95 percent personal qualification rate. He was pivotal in the safe and successful onload of 2,200 tons of conventional ordnance valued at \$300 million resulting in 100 percent accountability and zero mishaps.



## [EMN3 Jordan M. Bishop]

While assigned to reactor department's electrical division, EMN3 Bishop filled the role of one-plant training petty officer and oversaw the qualification of 20 Sailors. He was pivotal in the maintenance and repair of vital reactor safety equipment to include troubleshooting the number one coolant turbine generator. He advises others to stay positive and get qualified.

## [AM3(AW) Christopher Anthony]

While assigned to the "Bear Aces" of VAW-124 as an aircraft mechanic, AM3 Anthony was pivotal in the execution of three 400-hour inspections while ensuring aircraft 600, 601, and 602 remained in a "ready for tasking" mission-capable status to be able to provide carrier airborne early warning and detection to the mighty warship GHWB. He advises others to 'Just do it!'



## [BM2(SW/AW) Caitlin Albright]

While assigned to safety department as the respirator protection manager and training petty officer, BM2 Albright was responsible for qualifying 790 Sailors in the proper use of shipboard respirators, reducing mishaps. She was pivotal in six replenishment-at-sea evolutions, receiving 3.9 million gallons of JP-5 fuel and 250 pallets of supplies. She advises others to keep your head up, continue to look forward no matter what comes your way.

## [FC3(SW) Donna M. Linsenmann]

While assigned to combat system department's CS-7 division as a close-in weapon system (CIWS) technician and operator, FC3 Linsenmann completed 115 planned maintenance schedule actions, conducted five successful pre-action calibration fire exercises and assisted in the isolation and correction of eight major system casualties. She advises others to 'stay positive!'









# . . . And A Gentleman

Story by MC3 Mario Coto

It’s said that if you want to see the true measure of a man, watch how he treats his subordinates, not his equals. By this standard, the crew is losing a great executive officer as CAPT Gavin Duff transfers next week after two years of service aboard George H.W. Bush (CVN 77).

Since assuming the duties of XO in July 2015, Duff has committed himself to lead genuinely, be true to himself and develop his own leadership style.

“I learned early on in my career that I can’t try to be someone else,” said Duff. “People will see right through you. Everybody, whether you’re in the military or not, values a genuine person over somebody that they see as trying to sell an image.”

Duff relies heavily on the support system provided up and down the chain of command to make the tough leadership decisions.

“They help me; they provide feedback and they provide information,” said Duff. “You have the Command Master Chief (CMC) who is phenomenal because he has real perspective; he grew up in a different Navy than I did. Then you have the captain, the HODs (heads of department), the DLCPOs (departmental leading chief petty officer) and the junior Sailors who feed me knowledge. All these resources come together in order to come up with the best decision.”

Duff knows that some of the decisions he makes have lasting effects on Sailors. Whether it’s in a positive light such as a Sailor getting advanced through the Meritorious Advancement Program, or negatively in the case of non-judicial punishment, Duff doesn’t make these decisions lightly.

“We all abide by, and must abide by, a higher standard, from E-1 all the way up to and including me,” said Duff. “When I make a life-altering decision, yes, it is life-altering to that person, but it also serves as an example for other Sailors that we swore an oath and were given a set of guidelines to follow.”

The origins of Duff’s leadership style and the set of the values that guide him began with his upbringing.

“My parents were the driving force in my life,” said Duff. “My dad and my mom taught me the basic values of hard work, honesty, doing the right thing and treating everyone equally. All of those form the person that I’d like to be because I know it’s not who I am every day.”

Another value Duff learned over the years is humility, and said that although he knows Sailors think of him as a highly intelligent person, he credits the knowledge he has to the Sailors that shared their expertise with him.

“All I’ve done for the last 20 years is fly off of aircraft carriers,” said Duff. “While I’ve always had a tremendous respect for aircraft carriers, I’m not going to pretend to know or even say I know how the magic happens. I am willing to ask questions because the qualification is a point in a journey of gaining more information. So if I appear smart, it’s because I get answers from the crew since they have always answered all my questions and taught me along the way.”

As Duff’s time aboard GHWB nears its end, he reflects on the impact he leaves behind. While it would be reasonable to assume that he would measure his success based on awards and accolades, he measures his success on how many Sailors under his command succeed.

“I would say that success is nearly immeasurable,” said Duff. “However, I believe when a Sailor walks across the brow for the last time, if they look back and know that they had the opportunity to succeed personally and professionally, if they felt they were valuable and contributed to the command, then that would be, in my mind, the legacy that I would like the ship to have.”

Duff is excited to see his family again, but laments it will be hard to leave the crew that has grown together over the course of the last two years, a crew he has grown to love.

“Every department, every division has been willing to teach me something. That’s what has made this tour so remarkable is that the crew has been willing to invest back in me. So I will be forever grateful for all that I’ve been taught and all that I have learned here.”



Photo by MC1 Sean Hurt



Photo by MCSN Joe Boggi o





# THE BATTLE OF MIDWAY





# Turning The Tide: Part III

Story by MCCS Mike Jones

Not a single ship was in sight. The steady rumble of the SBD Dauntless dive bombers' props churned through the calm Pacific clouds 15,000 feet above. All they could see was blue.

Every break in the clouds revealed an enemy that wasn't there. Nothing. No trace of whitecaps, a ship's trail . . . nothing. They had to be there, thought Squadron Commander Lt. Cmdr. Wade McClusky. Dive bombers, launched earlier from USS Enterprise (CV 6) and USS Yorktown (CV 5), evaded detection from the Japanese fleet. The chaos below consumed their complete attention.

The course headings received must be incorrect; the ocean below heaved and swayed as slowly as ever since time began. Nothing.

Fuel was running low. Something needed to be done, or the mission would have to be abandoned.

Trusting his gut, McClusky turned his squad north. Suddenly, there it was – a trail. The lonely foam wake of the Japanese destroyer Arashi as she raced to rejoin the rest of the Japanese fleet.

Within minutes, the Japanese ships Soryu, Akagi, Kaga and Hiryu were in sight. Their hangars were packed with aircraft, fuel and ammunition - each was now a floating arsenal.

Shocked eyes turned skyward as the bombers ripped through the clouds. Lt. Dick Best released his 1,000-pound bomb and watched as it tore through Nagumo's flagship Akagi. The blast ignited the fuel and ordnance which crowded the ship's hangar bays, ripping Akagi in two. Simultaneous direct hits to Soryu and Kaga turned the Pacific blue into an orange inferno. Within a matter of minutes it was over. Neither side realized it at the time, but it marked the end of the Japanese offensive in the Pacific.

Adm. Isoroku Yamamoto watched in horror as his once mighty fleet crumbled before him. Akagi, Soryu and Kaga were out of action. Hiryu, fighting in vain to remain formidable, immediately launched torpedo raids against any American carriers they could find. They zeroed in on the first carrier in sight: Yorktown. Three blasts rocked the mighty carrier, knocking out her boilers. Damage control efforts proved so successful that the second wave of Japanese torpedo planes mistook her for Enterprise.

The second strike proved fatal. Yorktown, dead in the water, began to list to port. As all hands prepared to abandon ship, Photographer's Mate 2nd Class William Roy clicked away. Sensing the historical significance of his images, he grabbed two life vests: one for himself and one for the rolls of film packed tightly in waterproof containers.

U.S. dive bombers returned later in the afternoon and delivered the knockout punch to Hiryu. By nightfall, both sides began to withdraw. Yorktown had absorbed two devastating attacks, yet remained afloat. Hiryu, a little more than a smoldering shell of its former glory, was scuttled the next day.

Efforts to save the Yorktown began in earnest. USS Vireo (AT 144) prepared to take Yorktown under tow as USS Hammann (DD 412) pulled alongside to provide auxiliary power. Salvage efforts showed promise. Yorktown, it seemed, would live. Optimism grew on the surface while the Japanese submarine I-168 approached undetected below. Seaman Jim Cunningham was finishing lunch on the Hammann's mess decks when something caught his eye. A picture was hanging there that he had never noticed before. It was a small drawing of a devil holding a pitchfork riding on a torpedo. Painted on the torpedo was the word "HAMMANN". A small chill went up his spine. Just then the alarm for General Quarters sounded. A torpedo fired from I-168 was spotted in the water and closing in fast. Cunningham barely made it to his GQ station on the fantail when it hit. The blast rocked the ship and Hammann disappeared beneath the waves only minutes later. Cunningham was lucky. He and the other survivors were picked up quickly. Moments later another torpedo was spotted heading directly towards Yorktown.

That final strike rendered all efforts to save her useless. She began to take on water much more quickly, and early the following morning, she slipped beneath the waves.

The battle's injured arrived to Pearl Harbor to receive treatment. Some rejoined the war effort immediately - three more years of hard fighting lay ahead before Japan finally and formally surrendered to Adm. Chester Nimitz aboard the battleship USS Missouri (BB 63).

For some, the rehabilitation would continue years after the war ended. For all, the memories of those June days around a tiny atoll in the Pacific would never fade.



USS Yorktown shortly after being hit by three Japanese bombs.



SBD Dauntless dive bombers from USS Hornet approaching a Japanese heavy cruiser.



USS Hammann sinking after being torpedoed by a Japanese submarine.

## BATTLE OF MIDWAY

### Impact on World War II



The Battle of Midway marked a technical revolution in displacing gunnery with naval carrier airpower as a primary means of delivering ordnance.

Prior to the Battle of Midway, the Japanese conquered several territories and expanded their resources in the Far East and South Pacific. By early May, the Japanese had an extensive defensive perimeter.



## RESULTS OF THE VICTORY AT MIDWAY

- Japanese expansion halted, securing a central-Pacific guard post for Allied forces.
- Japanese losses at Midway made it possible for America's Navy to eventually reclaim maritime superiority in the Pacific theater.
- Naval Aviation proved to be a viable and necessary capability to win wars.
- Our Sailors' strength and resilience at Midway were a perfect illustration of the fighting spirit of America's Navy today.





**KEEP PHONES ON  
AIRPLANE MODE  
DURING  
SUEZ TRANSIT**

**LTE IS NOT SAFE  
AT SEA**

**CHANNEL 77  
SUNDAY @ 1900  
THE FINAL EPISODE**

# **DOC&DEEDLE SHOW**

**CALL 5979/5 DURING THE SHOW WITH YOUR QUESTIONS**

**During the Suez Canal Transit...**



We can't make water,  
so the following  
amenities will be

#### **Secured:**

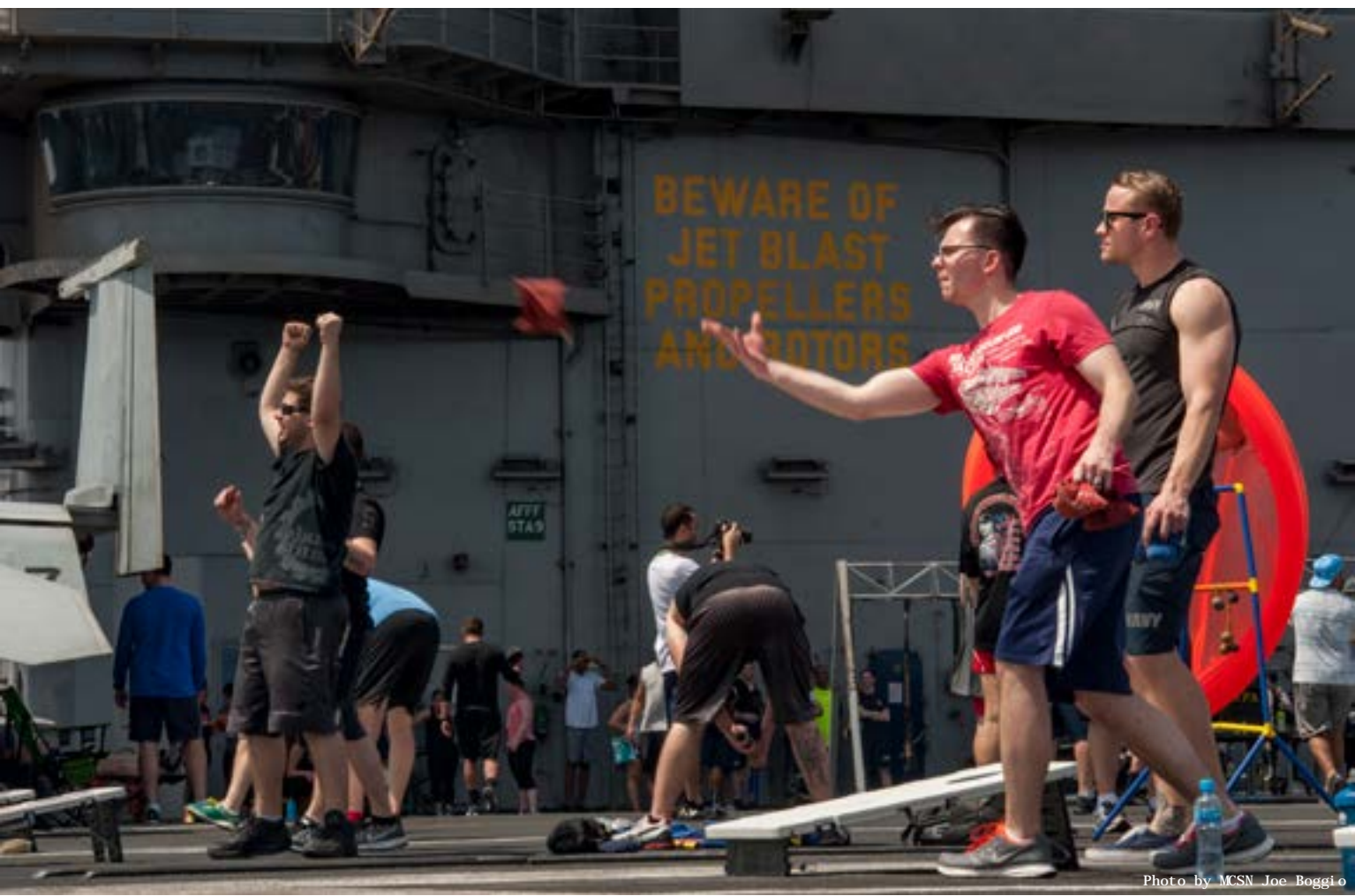
- Showers  
4 June @ 0800
- Washing Aircraft  
4 June @ 0800
- Gyms  
4 June @ 0000
- Laundry  
4 June @ 0000

#### **Restored:**

- Showers  
5 June @ 2345
- Gyms  
6 June if >70%
- Laundry  
6 June if >70%

Please plan accordingly and be aware of your water usage during this evolution









# INSURV

INSURV Season is coming ...  
If you have any questions, please contact  
your departmental coordinator or  
LT Ball at J-5233  
YNCS Wojnar at J-2009

# RU READY?

CVN  
77

## The Big XO Tracker

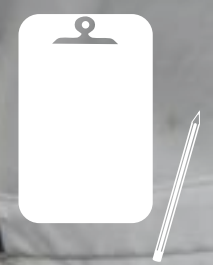
Over  
**48,500** Miles  
Traveled

**23** Underway  
Replenishments

**19** Sea &  
Anchors

**59** Zone  
Inspections

JUN  
2







**Get Back  
In Regs**

**June 4th**