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FIVE STAR





IT'S GETTING HOT IN HERE



STORY BY MC3 JAKE STANLEY

Navy Hull Technician Second Class Christian Cruz adjusts the oxidizing flame of a torch tip.

The sweltering heat and humidity of the Virginia summer bears down on the aircraft carrier USS Dwight D. Eisenhower (CVN 69) (Ike). Sailors are sweating. The walls are sweating. Even the ceilings are joining in on the fun. Temperatures in the hangar bay and the flight deck can be in excess of 100 degrees Fahrenheit. Every moment a person is in a space with these conditions they are at risk of a heat casualty. With all of these factors in play, it is important to keep in mind some simple ways that will ensure our Sailors and their families will have a safe and positive summer.

Hospital Corpsman 1st Class Frederick Ehlers, a New Orleans native and corpsman of 11 years, is one of Ike's foremost experts on heat management.

"Summer is here, and it's hot," said Ehlers. "We need to remember that even though it is very hot, the work is still here and needs to get done. Everyone from the leadership down to us should be educated in heat management."

"When Sailors are dehydrated, they become sluggish, slower and less productive," said Ehlers. "They start to feel dizzy, light-headed and drained. It's dangerous."

Ehlersempphasizes the need for shipmates to keep an eye on each other, and make sure

we are staying hydrated, and if we need to take a break for a few minutes and cool down, that's ok. Personnel safety is Ike's number one priority.

"One preemptive method to ensure Sailors are protected from heat stress is to implement an on-site work location that serves as a sanctuary from the heat," said Lt. Jonathan Kang, Ike's industrial hygiene officer. "Within this realm, Sailors should have easy access to shade, water and air conditioning."

Outside of work, in terms of heat stress management, the rules are pretty much the same: hydration, cool spaces, sun block. These things may sound simple, but sometimes it's easy to forget the basics.

"When I stress how important it is to stay hydrated, I do not mean with energy drinks, coffee or soda," said Ehlers. "The caffeine and sugars in these beverages actually serve to dehydrate you quicker. Also, it's important to keep in mind that what you drink the night before will affect you during your work day, so be smart."

Learning to identify the symptoms of the three levels of heat casualties is also beneficial to the Sailor and their shipmates.

The first level, heat cramps, begins with

painful cramps in the muscles due to the loss of salt in the body. Removing the victim from the hot environment and cooling them off, as well as providing hydration, will treat the individual.

The second level is heat exhaustion. Symptoms include weakness, fatigue, headaches, nausea and possibly fainting. The victim will be very sweaty, with low blood pressure and a rapid pulse. The treatment for heat exhaustion is also to remove them from the hot environment and hydrate them, cooling them down as much as you can.

Heat stroke is the most extreme of the three levels. The body's temperature skyrockets while there is little to no sweating. The victim could lose consciousness and experience convulsions. People affected by heat stroke could potentially die, so removing them from the heat and cooling their bodies is priority number one. It's important not to cool them too rapidly. Loosening their clothes, splashing cool water and fanning them should suffice.

The risks of the summer sun are plentiful, however remembering all of this simple information is the easiest way to prevent injury, as well as make the most out of the season for Sailors and their families.



CHINA CONTINUES TO COERCE SOUTH CHINA SEA NEIGHBORS WITH ITS MARITIME FORCES

China persists in employing a variety of tactics to coerce Taiwan, its maritime neighbors and put more pressure on Japan, a panel of experts agreed last week.

Nowhere is that more visible than Beijing's "persistent and flexible presence" from its maritime militia, Coast Guard and People's Liberation Army Navy. It is a maritime force that also keeps open the Malacca Straits, a vital passageway for its energy imports, as well as backing up its territorial claims far from its shores and extending its reach into the Indian Ocean and Africa, Bonnie Glaser, director of the Center for Strategic and International Studies China Power Project, said on Thursday.

In addition to its maritime forces, China has expanded the capability of its artificial island network in the South China Sea. The installations are now capable of handling patrol aircraft, fighters and strategic bombers as well as anti-ship and anti-aircraft missiles. The expansion allows the PLA "to develop operating concepts... they could use further north" to intimidate Tokyo and raise new threats to U.S. bases on Guam, she said.

Collin Koh Swee Lean, a research fellow at Singapore's Nanyang Technological University, said some South East Asian nations, already operating at a quality and numbers disadvantage with China on law enforcement and naval vessels.

They "could not match what China has" when Beijing was only employing its coast guard or maritime militia in these disputes. In a confrontation with the Chinese under those conditions, a South East Asian navy and coast guard would likely "turn tail and run."

"Modernization is moving at a snail's pace" in these nations' coast guards and navies, he said. Because these security needs vary widely, there is little or no coordination among neighbors on buying together, setting common needs, developing interoperable capability and a general reluctance to spend money in this area. They also don't want to risk provoking China — militarily or economically.

Maritime domain awareness must be the building block in responding to China's assertiveness, Hideshi Tokuchi, of the Sasakawa Peace Foundation USA, said. Tokyo does not distinguish between Beijing's behavior in the South China Sea or what it is doing in North Asia — from intimidation of civilian fishermen to insisting on specious claims to islands in the East China Sea.

From that point of view and geography, "Taiwan is more important than before" because it is in the connecting position between the two bodies of water. Its security concerns "should not be ignored" with strike aircraft from the mainland constantly circling the island and causing scrambles of fighters and periodic threats of invasion.

Glaser said despite its military moves and sometimes heated rhetoric China was not looking for a war with anyone in the Indo-Pacific.

"There has been some pushback" against China, surprisingly enough it came from Europe,

Richard Heydarian, a fellow at ADR-Stratbase Institute, said

Acknowledging France and Great Britain

joining the United States in freedom of navigation operations around the artificial islands was new, he warned that those missions alone could be counterproductive. In Beijing, they could be dismissed as "empty tactics" because they are not robust enough to deter "the Chinese from beefing up their military presence on the reclaimed lands or extending their reach to reefs and rocks further out or to the north."

Complicating matters is the behavior of Philippine President Rodrigo Duterte's "meek" and "humble" approach to China in its territorial dispute, despite an international arbitration panel's supporting Manila's claims, he said.



This has caused a split between the country's military, "with its constitutional responsibility to protect Philippine sovereignty" and the president's "leaning to China." Signs of this include his allowing PLAN naval vessels to make port calls and military aircraft to fly into bases without treaty or much formal notice.

Further complicating matters in the Philippines is Duterte's periodic bashing of the United States, that throws into question American use of naval and air bases. At the same time, the Philippine military has more closely embraced Washington to counter China and is seeking to expand exercises and training assistance.

While a way ahead would include a "negotiated Code of Conduct" for the South China Sea, Heydarian said for the countries in the region to accept such a deal it would have to include a freeze on militarization, reclamation and naval exercises.

"Otherwise, what's the point," he said.

(USNI)

SAFETY TIP OF THE WEEK

TAG-OUT PROCEDURE

WHEN YOU CONDUCT MAINTENANCE ON ELECTRICAL EQUIPMENT, MAKE SURE THAT YOU READ YOUR MRC IN FULL AND FOLLOW THE GUIDELINES PROVIDED IN THE TAG-OUT USERS MANUAL SO YOU DONT END UP BEING THE SUBJECT OF OUR NEXT MEDICAL EMERGENCY.










PHOTO BY: MCSA CONNER HOUGHTALING
Seaman Recruit Tai Soldo from Oxnard, Calif., puts on firefighting equipment with the help of Ship's Serviceman 2nd Class Kenetha Jones, from Washington, D.C., aboard the aircraft carrier USS Dwight D. Eisenhower (CVN 69).

PHOTO BY: MCSA CONNER HOUGHTALING
Gunner's Mate Seaman Sean Sheridan from Marshfield, Mass., operates a sprinkler board while talking on a sound-powered phone aboard the aircraft carrier USS Dwight D. Eisenhower (CVN 69).

PHOTO BY: MCSA CONNER HOUGHTALING
Damage Controlman 3rd Class Matt Baumgardt, from Port Charlotte, Fla., refills a self-contained breathing apparatus (SCBA) cylinder aboard the aircraft carrier USS Dwight D. Eisenhower (CVN 69).

PHOTO BY: MCSA CONNER HOUGHTALING
Aviation Boatswains Mate (Handling) Airman Joseph Rosas from Wichita, Kan., tapes the hanger bay aboard the aircraft carrier USS Dwight D. Eisenhower (CVN 69).

PHOTO BY: MCSN KALEB SARTEN
Aviation Boatswains Mate (Handling) Airman Dominic Reyes from Jersey City, N.J., prepares to paint aboard the aircraft carrier USS Dwight D. Eisenhower (CVN 69).

SAILOR OF THE WEEK

SN Kadence Myers
1ST DIVISION / DECK

- From Chambersburg, Pennsylvania
- Joined the Navy August 28, 2017
- Reported to Ike November 22, 2017
- Wants to earn ESWS
- Plans to earn a college degree



GQ ALL-STARS


MVP
SHSN TYPANN SMITH
REP 7F

FASTEST "Z"
7A
BRAVO ZULU




WATER WIZARDS
1B
BRAVO ZULU


SMOKE EATERS
REP 3
BRAVO ZULU




DC QUESTION
A compartment number ending in the letter T designates a space as what?



ESWS QUESTION
What is the area of operations for 5th Fleet?



EAWS QUESTION
What does the foxtrot flag represent?



EIWS QUESTION
Which of the following is not one of the five components of Information Assurance?

G R E A T E R E A C H D A Y

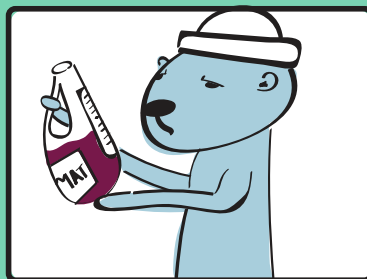
- | | | | |
|---|--|---|--|
| <p>a. Vertical access trunk</p> <p>b. Void compartment</p> <p>c. Tabula Rasa</p> <p>d. Living space</p> | <p>a. Pacific Ocean</p> <p>b. North Atlantic Ocean</p> <p>c. Middle East</p> <p>d. Space</p> | <p>a. Ordinance transfer in progress</p> <p>b. Conducting fixed-wing flight ops</p> <p>c. Conducting boat operations</p> <p>d. Conducting helicopter flight ops</p> | <p>a. Integrity</p> <p>b. Unity</p> <p>c. Confidentiality</p> <p>d. Availability</p> |
|---|--|---|--|

HAZMAT guidance

ISSN 3103-1031

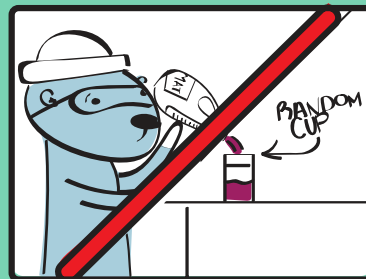
By MC3 Devin Alexandra Lowe
Issue 40

PROPER USE



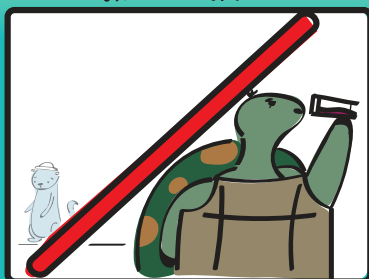
— READ LABELS —

WEAR PPE



USE PROPER CONTAINERS

— NEVER LEAVE UNATTENDED —



— STORE PROPERLY —

UNATTENDED HAZMAT

TURN-IN



— RETURN WHEN DONE —

— EXTEND WITH APPROVAL —



— RETURN CONTAINERS —

For more guidance see **IKEINST 5100.10f** or reach out to **HAZMAT Division**.

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CPO

Greene III

ON THE COVER:

Boatswain's Mate Seaman Ariana Prather from Atlanta, greases a cord aboard the aircraft carrier USS Dwight D. Eisenhower (CVN 69)(Ike). Ike is undergoing a Planned Incremental Availability (PIA) at Norfolk Naval Shipyard during the maintenance phase of the Optimized Fleet Response Plan (OFRP). (U.S. Navy photo by Mass Communication Specialist Seaman Apprentice Conner

TOUCH BASE WITH US



Show off your #CVN69 pride by following our facebook page at www.facebook.com/TheCVN69 so you can see what the rest of the ship has been up to!

QUESTION
OF THE DAY
ANSWERS:

ESWS:C
EAWs: B
EIW: B
DC:A

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