



THE WASHINGTON SURVEYOR

MARCH 11, 2019



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WOMEN IN THE NAVY

WAVES TO WINS

washington surveyor

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Congratulations

to GW's newest
ESWS and EAWS Warriors!



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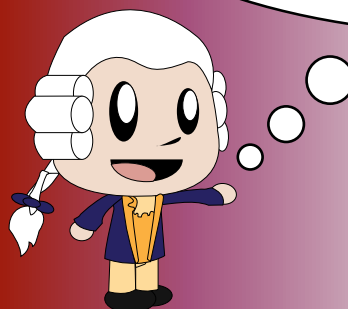
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"I am a great believer in luck, and I find that the
harder I work, the more I have of it."

~Thomas Jefferson





SAILOR in the SPOTLIGHT



BM3 Laura Taylor

Boatswain's Mate 3rd Class Laura Taylor from Early Branch, South Carolina, joined the Navy November 2015 for travel and college. She works in deck department as the PM12 RPPO. Her favorite part of her job is helping her Sailors do their job and become more successful in the Navy. On top of being MWR vice president, Taylor is also a member of CSADD, Command Resilience, and Heritage Committee. "My parents are my heroes for making me the woman I am today," said Taylor. In her spare time, she enjoys doing makeup for people. Her favorite music is Christian music, and her favorite food is spinach caesar salad.



I CAN SEE CLEARLY NOW THE SPRAY IS GONE: SECURITY REACTION FORCE TRAINING

By MCSN Jack Lepien

ITSN Jacob Grella demonstrates a takedown during SRF-B training. (U.S. Navy photo by MCSN Jack Lepien)

Some screamed immediately. Some clutched their faces. Some fell to their knees. When the oleoresin capsicum (OC) spray was released, nobody was happy. However, they all powered through with the drive and determination to protect the ship from a threat.

Oleoresin capsicum (OC) spray is an aerosol derived from the fruit of chili plants that causes an immediate and temporary closing of the eyes,

difficulty breathing, a runny nose, and inflammation of the sinuses. Used as a weapon to defend against attack, every member of the security force aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73) carries a canister with them.

The latest Security Reaction Force – Basic (SRF-B) students underwent training to learn the effects of OC spray firsthand, Feb. 21.

“The OC portion of the SRF-B

course is a five-station fight-through where the students are contaminated with OC on the face,” said Master-at-Arms 1st Class Susan Olander, from Jefferson, Ohio, the training leading petty officer of Washington’s security department. “They must successfully complete all five stations before they can decontaminate.”

Olander also said that the training was vital to the preparedness of the security personnel.

“OC training is important because in the event that their partner sprays OC and they get it in their face, they need to be able to defend themselves while contaminated,” said Olander. “You can see the physiological and psychological effects during the training today, but now, pushing forward, if they were ever contaminated by OC spray, they know how it feels, they know what to expect, and they know how to fight through it.”

Information Systems Technician Seaman Jacob Grella, from Richmond, Virginia, and Aviation Electronics Technician Airman Seth Duncan, from Vienna, Missouri, both George



AETAN Seth Duncan is sprayed with OC spray during SRF-B training. (U.S. Navy photo by MCSN Jack Lepien)



AETAN Seth Duncan performs forward baton strikes during SRF-B training. (U.S. Navy photo by MCSN Jack Lepien)

Washington security department sentries, had different feelings about the training before going through it.

Grella thought that being mentally prepared would allow him to get through the course.

"I feel well prepared for the course," said Grella. "I think the biggest thing will be mental preparedness and just staying calm."

Duncan, however, was a bit nervous about the course.

"I'm a little anxious," said Duncan. "I've seen a lot of my buddies go through it today, and it doesn't look fun, but I'm also excited to finally do it."

After completing the course, Grella

admitted that he wasn't as ready as he thought he would be.

"It feels like the worst sunburn in the world, but on your eyeballs," said Grella. "Mentally, I felt prepared, but physically I had no idea what to expect. It was a very unique experience."

Duncan, on the other hand, felt that the physical exhaustion was worse than the OC spray itself.

"The course really takes it out of you. It's not a long course, but you're going at 100 percent, so it wears you out pretty quickly. It's definitely an experience that I'm glad I have under my belt."

Both trainees enjoyed feeling exhausted, and Olander explained why.

"We try to make the training feel as real as possible while maintaining the safety of the trainees," said Olander. "The more realism we can put in the training, the more prepared they are for any situation that could happen on the ship."

Olander also said why it's so important that the training be realistic.

"With 14 years in the Navy, I've done just about every major [Master-at-Arms] thing you can do, and this is probably the most important," said Olander. "These are the Sailors who are out on the front lines. If something happens on the ship, it's not an MA [Master-at-Arms], it's not a Marine, it's these Sailors who will respond first."



AETAN Seth Duncan defends against a mock aggressor during SRF-B training. (U.S. Navy photo by MCSN Jack Lepien)

TRAVELING ABROAD?

START EARLY

By MC3 Michael Botts

France, Spain, and Australia are just a few of the places Sailors can visit to enjoy some rest and relaxation, but they require a lot more effort than traveling within the continental United States.

Sailors aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73) who are interested in foreign travel leave should visit security department's intranet page for valuable information about traveling abroad.

"If Sailors follow the guidelines we have laid out on our intranet page, step-by-step, they will have no problems with taking their leave and getting it approved," said Master-at-Arms 2nd Class Betty Lowman, from Columbus, Georgia, the assistant foreign travel coordinator for George Washington. "After you complete all of the steps, Sailors just have to bring all of the required documents in a blue folder to either myself or MA1 [Master-at-Arms 1st Class] Tanner. We will go through it right then and there, and we will verify that everything is there, and if they are missing something we will let them know so that they can get it taken care of and bring it right back to us."

Although the process makes taking foreign travel leave easier, Sailors should plan ahead and get started with the process as early as possible so there are no issues

with the paperwork.

"Make sure you start the process about 90 days in advance," said Lowman. "For Sailors who don't already have a passport, you may want to start the process a little earlier, since getting your passport can take a little while."

Lowman said that most Sailors have difficulty with the Isolated Personnel Report (ISOPREP) portion of the process.

However, the form only takes a few minutes to fill out, and George Washington's media department can get help Sailors with the photograph requirement.

"The easiest part for me was the ISOPREP process," said Mass Communication Specialist 3rd Class Kristen Cheyenne Yarber, from Troutdale, Virginia, a Sailor assigned to the media department aboard the George Washington. "We take the photographs for the form in our department, so if anybody needs an ISOPREP photograph taken, they can come in during normal working hours, and we'll get it done in about ten minutes."

During the process, Sailors should also go to Navy's foreign clearance guide website, located at <https://www.fcg.pentagon.mil/fcg.cfm>, to look up the rules, regulations, and requirements of the country they are traveling to.

"A lot of foreign countries do things way differently than we do here in the United States,"

said Lowman. "They have certain courtesies and customs that we don't even acknowledge here. That's why we tell people to go on the foreign travel website and look up the country that they are going to visit and read and learn about the way they do things over there so that they can be respectful while they are there and keep themselves out of trouble."

Even though the process may feel overwhelming, traveling and getting out of a comfort zone can be very rewarding.

"I know some people get overwhelmed and don't take foreign travel leave because of the amount of paperwork that has to be done, but it really is worth it," said Yarber. "Traveling is a huge stress reliever for me, and I think everyone should take the opportunity to get away for a while and learn about another culture. It's just nice to get away and relax for a while, even if there's a lot of paperwork that goes along with it."

Sailors shouldn't let the process of filling out all of the forms required to take foreign travel leave to be the reason why they don't travel the world. Sailors who plan and take the time to follow the step-by-step guide provided by the security department will not have any issues when it comes to taking foreign travel leave.

Foreign Travel Requirements

A STEP-BY-STEP GUIDE



1 Obtain, print, and submit Country and Theater Clearance Requirements from the Foreign Clearance Guide along with any other requirements that must be met prior to travel abroad.

6 Complete APACS (Aircraft and Personnel Automated Clearance System).

2 Complete the Individual Travel Information Sheet (ITIS).

7 Go to Navy e-Learning to complete AT Level I Awareness SERE Training Requirements.

3 Sign up for the STEP (Smart Traveler Entry Program) to enroll your trip with the nearest U.S. Embassy or Consulate.

8 Obtain country/ travel information from travel.state.gov.

4 Complete ISOPREP (Isolated Personnel Report) Form.

9 Complete Command Security Manager Foreign Travel Brief.

5 Complete IATP (Individual Antiterrorism Plan).

10 Log into <https://prmsglobal.prms.af.mil/prmsconv/ProFile/PROFile> and complete all mandatory and recommended items.



ONE TEAM ONE FIGHT

DAILY WORK IN RCOH



IT'S A MARATHON, NOT A SPRINT: A SAILOR'S STORY

By MC3 Trey Hutcheson



BM2 Cassidy Belcher goes for a run at Noland Park Trail. (U.S. Navy photo by MC3 Trey Hutcheson)

Gray clouds overhead and rain on the horizon don't deter her from running a few miles at Noland Park, March 3. The rhythmic beat of feet pounding on the pavement can be heard as a lone Sailor, dedicated to achieving her personal and professional goals, adds more miles to the countless amount she has traveled to this point. This Sailor's success is not only evident in the miles she routinely runs, but also by her achievements in the Navy.

For Boatswain's Mate 2nd Class Cassidy Belcher, from Pleasant Hill, Iowa, running allowed her to accomplish goals that brought positive mental and physical change.

"Two years ago I couldn't even run a 5K [5 kilometers]. I didn't even like running. I was out of shape and I didn't like my image," said Belcher, the deck supervisor for deck department aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73). "I set a goal for myself to get better at running.

I started with just two miles, then three miles, and each week added a mile until I was ready to run my first half marathon, and I just realized that after I got better at it, then it became something I liked to do."

She soon applied what she learned from running to her work in the Navy, which has helped her become a leader no matter what she faces.

"I will go from one thing to

another and always have something else on my plate," said Belcher. "I went from Surface Warfare to Air Warfare in six months of being in the Navy, and Information Warfare after that. I picked up BM3 [boatswain's mate 3rd class] after a month of becoming a BM [boatswain's mate]. I am always making sure that I'm not doing the bare minimum. I can't do that. I make sure I'm doing the best at what I'm here to do, even if it's not what I want to do because I still need to do my part for the Navy."

Running great distances has trained Belcher to fight through pain and to remain positive no matter what she is going through.

"At some point, you know you're going to feel pain when running," said Belcher. "During my 50 miler, I started feeling pain around mile 27. I didn't think I was going to make it because it hurt so badly, but then, at mile 31, I was talking to myself and reminding myself how far I have gone not just about running, but in



BM2 Cassidy Belcher prepares to strike bells while standing POOW. (U.S. Navy photo by MC3 Trey Hutcheson)



BM2 Cassidy Belcher organizes Sailors from deck department before beginning exercises. (U.S. Navy photo by MC3 Trey Hutcheson)

life, and the adversities that I have overcome, and how I was going to overcome this one as well.”

Belcher applied this strategy of fighting through adversity to her Navy career early.

“I do remind myself where I started, as an undesignated seaman in deck department not knowing anything,” said Belcher. “But I found out what needed to be done and took initiative, which helped bring myself up in deck department.”

No one knows the drive Belcher possesses better than the people in Belcher’s chain of command.

“She is hardworking, stays until the job is done, does not take no for an answer, and always finds a way to accomplish whatever needs to be done,” said Senior Chief Boatswain’s Mate Yucarlton Felton, the departmental leading chief petty officer for deck department aboard George Washington.

Because of the qualities Belcher has exhibited aboard George

Washington, she was selected for the meritorious advancement program in March 2018, which authorized her to advance to boatswain’s mate 2nd class.

“She is a leader, and that is what I look for in a boatswain’s mate,” said Felton. “Put her in a room of 10 people, 20 people, it doesn’t matter; she will take charge and lead. I see her picking up chief rather quickly

and possibly a commission.”

Just like when a runner crosses the finish line, Belcher’s time aboard George Washington will be coming to an end Nov. 2019. She will be taking her talents to a recruiting station in Jacksonville, Florida, where she will advise and inspire future Navy Sailors to achieve all of their goals as well.



A mile marker notifies BM2 Cassidy Belcher how far she has run. (U.S. Navy photo by MC3 Trey Hutcheson)

WOMEN IN THE NAVY: WAVES TO WINS

By MCSN Tatyana Freeman



Image courtesy of Naval History and Heritage Command.

There is an 87-year gap between the formation of the United States Navy in 1775 and the first documented involvement of women in the Navy in 1862. However, since 1862, women in the United States Navy have continued to break barriers and make lasting contributions to the naval service.

Best put by American general, and later the 34th President of the United States, Dwight D. Eisenhower, “During the time I have had [women] under my command, they have met every test and task assigned to them...their contributions in efficiency, skill, spirit,

and determination are immeasurable.”

In 1862, the Sisters of the Holy Cross served aboard USS Red Rover, the Navy’s first hospital ship with a crew of 12 officers and 35 enlisted. They served, officially, as the first women in the Navy.

In 1908, Congress established a more permanent place for women in the Navy by creating the Navy Nurse Corps. The surgeon general selected Esther Voorhees Hasson as the superintendent of the Navy Nurse Corps because of her extensive experience as an Army contract nurse aboard the United States Army Hospital Ship (USAHS) Relief during the

Spanish-American War in 1898.

Secretary of the Navy Josephus Daniels authorized the enlistment of women into the Navy March 19, 1917, during World War I. Loretta Perfectus Walsh became the first woman to enlist in the Navy two days later. Eventually, 11,000 female yeomen began work in the nation’s capital, fulfilling the jobs of not only yeomen, but draftsmen, interpreters, couriers, and translators. Additionally, female Navy nurses continued to treat patients in hospitals, on ships, and overseas.

During World War II, Navy nurses continued their service at naval shore commands, hospital ships, field hospitals, and in airplanes. Lt. Ann Bernatitus of the Navy Nurse Corps became the first female and first naval servicemember to receive the Legion of Merit Award. She was commended for maintaining her position on the front lines in the Philippines while rendering continuous and devoted service during a Japanese siege on the Philippine islands. Eleven other nurses were taken as Prisoners of War (POW) from 1941-1945 and received the Bronze Star for their heroism.

On July 30, 1942, President Franklin D. Roosevelt signed a law creating Women Accepted for Volunteer Emergency Service (WAVES). Lt. Cmdr. Mildred H. McAfee became the first director of WAVES and eventually the first female line officer.

Soon after, in 1943, Grace Hopper joined the United States Navy and became one of the most well-known women in military history for her achievements in computer science and programming. In December 1983, she was promoted to the rank of commodore in a White House ceremony. The rank was merged with that of rear admiral two years later, so she became Rear Adm. Hopper. She also has a ship named after her, the Arleigh Burke-class guided-missile destroyer USS Hopper (DDG

By 1944, full military rank was granted to members of the Navy Nurse Corps, and Sue Dauser, director of the Navy Nurse Corps, received a full commission to the rank of captain, the first woman to do so.

In 1959, Yeoman Anna Der-Vartanian became the first female master chief and the first female E-9 across all branches of the United States military.

In 1961, Lt. Charlene T. Juneson reported for duty aboard USS General W.A. Mann (AP-112), becoming the first WAVES officer to be ordered to shipboard duty.

In 1972, Capt. Arlene Duerk became the Navy's first female admiral, Roseanne Roberts became the first female helicopter captain, the first women were trained at Fire Fighting School, Naval Station, Treasure Island, San Francisco, California, and USS Sanctuary (AH-17) became the first ship with a mixed male and female crew.

Feb. 22, 1974, Lt. j.g. Barbara Allen Rainey received her wings of gold, becoming the first female designated as a naval aviator.

In 1990, Capt. Marsha J. Evans assumed command of Naval Station, Treasure Island, San Francisco, becoming the first woman to command a naval station. Additionally, Lt. Cmdr. Darlene Iskra became the first woman to command a ship when she assumed command of USS Opportune (ARS-41).

In 2008, Capt. Barbara A. Sisson retired after a 28-year pioneering career in the Navy Civil Engineer Corps. Among her many accomplishments, she was the first female instructor at Civil

In 2010, Secretary of the Navy Ray Mabus directed that women would be assigned to Ohio-class submarines, marking yet another barrier broken by pioneering women.

In 2014, Michelle Howard became the first woman to become a four-star admiral, and Rear Adm. Margaret Kibben became the first female chief of Navy chaplains.

These notable landmarks in history, and the women who paved the way for them, are honored by all prior and currently serving members. March is set

aside as Women's History Month to pay homage to their hard work, dedication, and service to country. The crew of USS George Washington (CVN 73) salutes all military women, past and present, this month and all months.

All facts in this article, as well as additional information about women in the United States Navy, can be found at <https://www.history.navy.mil/browse-by-topic/diversity/women-in-the-navy.html>, <http://navylive.dodlive.mil/2012/12/26/first-female-commanding-officer-of-a-u-s-navy-warship/>, and <https://ghc.anitab.org/about-grace-hopper/>



Image courtesy of The Defense Equal Opportunity Management Institute.

Navy Establishes New PEO Columbia

From Research, Development and Acquisition Public Affairs



WASHINGTON (March 6, 2019) An artist rendering of the future Columbia-class ballistic missile submarines. The 12 submarines of the Columbia class are a shipbuilding priority and will replace the Ohio-class submarines reaching maximum extended service life. The Columbia-class Program Executive Office is on track to begin construction with USS Columbia (SSBN 826) in fiscal year 2021, deliver in fiscal year 2028, and on patrol in 2031. (U.S. Navy illustration/Released)

The Navy announced March 6 the establishment of Program Executive Office Columbia (PEO CLB) to focus entirely on the Navy's number one acquisition priority.

PEO CLB will provide oversight of the construction of 12 Columbia-class submarines (SSBN) that will help the Navy maintain a credible, survivable and modern sea-based strategic deterrent into the 2080s.

"This is the Navy's most important program and establishing a new PEO today will meet tomorrow's challenges head on," said the Honorable James Geurts, assistant secretary of the Navy for acquisition, research and development. "The evolution from initial funding to construction,

development and testing to serial production of 12 SSBNs will be crucial to meeting the National Defense Strategy and building the Navy the nation needs. PEO Columbia will work directly with resource sponsors, stakeholders, foreign partners, shipbuilders and suppliers to meet national priorities and deliver and sustain lethal capacity our warfighters need."

Geurts announced that Rear Adm. Scott Pappano will assume the first office of PEO Columbia.

PEO Columbia will be part of Team Subs and will work closely with PEO Submarines and the Naval Sea Systems Command's In-Service Submarine Directorate (SEA 07) on all submarine

and affiliated programs including life cycle support. PEO CLB will focus on the design, build, and sustainment of the Columbia program and associated efforts that include interface with Strategic Systems Program and the United Kingdom for the Dreadnought Program.

The Columbia-class is a critical shipbuilding program and must deliver on time to meet U.S. Strategic Command nuclear deterrence requirements due to the Ohio-class submarines reaching maximum extended service life. The first Columbia-class ship is on track to begin construction of USS Columbia (SSBN 826) in fiscal year 2021, deliver in fiscal year 2028, and on patrol in 2031.



		2			4			8
							9	3
			9	2	5			
						1		4
		3	8		9	5		
6		1						
			2	5	1			
3	4							
2			7			8		

Sudoku

Fill all the empty squares with numbers 1-9. Each of the nine blocks must contain every number, and each number can only appear once in a row, column or box.

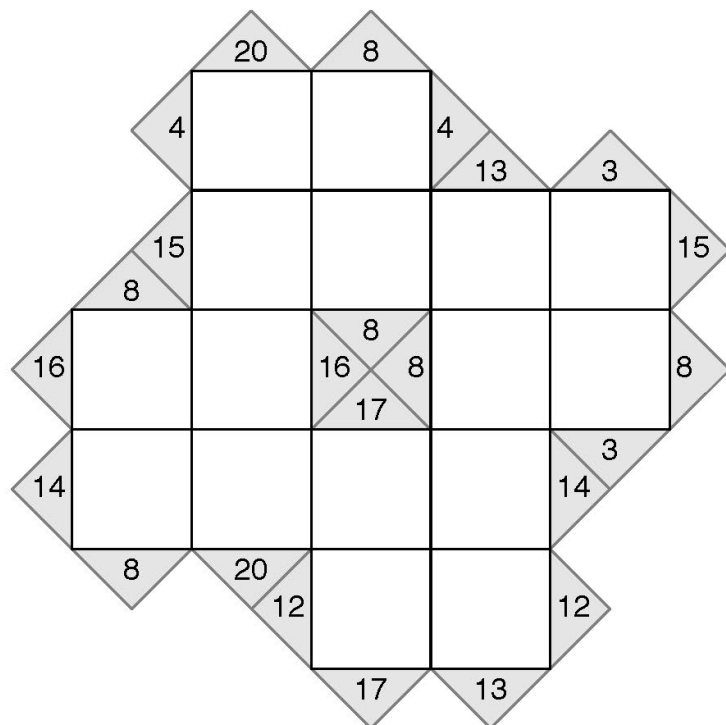
Pun #2

Solving these puzzles requires a sophisticated brain.

Pun #1

I stayed up all night to sea where the sun went.

Then it dawned on me.



Kakuro

Fill all the empty squares with numbers 1-9. The numbers in each row must add up to the clue on the left and right, while the numbers in each column add up to the clue on the top and bottom. No number may be used more than once in a line.

SAPR

sexual assault prevention response

1 in 4
Women

&

1 in 7
Men

experience sexual assault in their lifetime.

Every **98 seconds** an American
is sexually assaulted.

If you are a victim of a sexual assault
seek out a SAPR victim advocate.