



# THE WASHINGTON SURVEYOR

JUNE 3, 2019



**REACHING NEW MILESTONES**  
**PG. 12**

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# THE WASHINGTON SURVEYOR

JUNE 3, 2019

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A special thank you to all those who let us tell your stories to the crew and to the fleet.

The Washington Surveyor is an authorized publication for Sailors serving aboard USS George Washington (CVN 73). Contents herein are not the visions of, or endorsed by the U.S. government, the Department of Defense, the Department of the Navy or the Commanding Officer of USS George Washington. All news releases, photos or information for publication in The Washington Surveyor must be submitted to the Public Affairs Officer.



# SAILOR IN THE SPOTLIGHT



## HN Tristen Smith

### **HOMETOWN:**

Rockport, Texas

### **WHERE HE WORKS:**

Medical Department

### **TIME IN THE NAVY:**

Three years

### **WHY HE JOINED:**

"I think it's the best way for me to fight injustice within the world and promote peace, love, and happiness. Looking out for each other- no matter race, religion, gender, all those things. We're all people. It's up to us to take care of each other."

### **FAVORITE PART OF HIS JOB:**

"Knowing people leave better than when they came in and I was able to be apart of that."

### **INTERESTS:**

Exploring the world, meeting new people, meditation, working out, bettering himself.

# GW'S NEWEST WARRIORS



HM1 Atsu Kotsanu

AN Chelsea McKeithen

AN Nya Manley

AN Roberto Vasquez

HM2 Sheryl Pilcher

MR2 Domonique Roberson

ABE3 Alyssa Howard

ET3 Kenny Gaines

RP3 Ismael Cazarez

AOAN Cole Gallagher

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#### **COORDINATORS**

HMC KNESHA WIMBUSH

CSC JOE MAGRI

### **EAWS**

#### **COORDINATORS**

AOC VOLARIO LOTT

CSC JOSE VALENCIA

### **EIWS**

#### **COORDINATORS**

ITC XICA JOHNSON

CTT1 NICOLLETTE JEFFERY

# USS GEORGE WASHINGTON 2019 SUMMER SAFETY STAND DOWN

Time: June 25, 7 a.m. to 2:30 p.m.

Location: Hampton Roads Convention Center

A frocking ceremony will be held  
following lunch.

ALL HANDS REQUIRED!





**THIS WEEK  
IN HISTORY:**  
June 6, 1944

# D-DAY LANDINGS, JUNE 6, 1944

Story and photographs courtesy of Naval History and Heritage Command

The Normandy invasion took place in the Bay of the Seine, on the south side of the English Channel between the Cotentin Peninsula and the port of Le Havre. Some 55 miles broad, its waters were shallow, had a considerable tidal range, and, when the wind blew from the northward, could be very choppy. The planned landing beaches covered about 45 miles of the bay's shoreline. Westernmost was "Utah"

area, stretching eight miles southward along the low-lying southeastern coast of the Cotentin Peninsula. Directly to the east was "Omaha" area, covering 12 miles of generally hilly terrain. United States forces were assigned to take both of those areas, with important assistance from the navies of Great Britain and other Allies. British and Canadian troops would assault the areas code-named "Gold," "Juno," and "Sword,"

which ran 20 miles eastward from "Omaha." This sector ended at the mouth of the Orne River, some 15 miles west of Le Havre, where the German navy based a group of potentially very dangerous torpedo boats.

The actual landing beaches occupied a fraction of the width of each area, but were intended to provide sufficient initial footholds to allow rapid reinforcement and expansion inland, with the attacking

soldiers joining their flanks to create a continuous beachhead perimeter before the enemy could mount a major counterattack. Each area would be assaulted by approximately one army

division, with initial landings being made by much smaller units at 6:30a.m. in the American areas and about an hour later in the British. Their arrival on the shore was to follow a bombardment by ships' guns and aircraft ordnance, kept relatively

brief to maintain as much as possible the element of surprise. As a result, German shore defenses frequently remained intact, and would prove troublesome to both the landing forces and ships offshore.

6, 1944. Though badly scattered and lacking much of their equipment, these paratroopers kept the Germans occupied and helped ensure that the "Utah" beach assault went relatively easily. The British and Canadian attacks, assisted by an air-dropped division on their eastern flank and a longer naval bombardment, generally also went well.

Not so in the "Omaha" area, where deep beaches backed by steep hills meant that the U.S. troops landing there were exposed to withering fire from enemy small arms, machine guns, and artillery. Casualties were very heavy and the assault only succeeded after a day of brutal fighting, with warships coming in close to provide direct gunfire in support of the hard-pressed soldiers.

● ● ● ●

## U.S. troops landing were exposed to withering fire from enemy small arms, machine guns and artillery.

● ● ● ●

division, with initial landings being made by much smaller units at 6:30a.m. in the American areas and about an hour later in the British. Their arrival on the shore was to follow a bombardment by ships' guns and aircraft ordnance, kept relatively

To protect the invasion zone's western extremity, and to facilitate the "Utah" landing force's movement into the Cotentin Peninsula, the U.S. 82nd and 101st Airborne Divisions descended by parachute and glider in the small hours of "D-Day," June

By nightfall on June 6, the situation was favorable, even on Omaha. The day entered popular culture as THE "D-Day," a name it has retained ever since.



# UNLOCKING LIBERTY

## THE KEY TO THE BASTILLE: PART II

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Story by MCSN Jack Lepien, Photo courtesy of the Mount Vernon Ladies' Association

In Part I of this story, Marquis de Lafayette, a French nobleman, traveled and fought alongside Gen. George Washington, forming a father-son bond with the soon-to-be first president of the United States. Lafayette then traveled home to France, where he took part in the French Revolution, eventually becoming the head of the Paris National Guard, which left him in charge of the Bastille Prison.

Now leading, and holding the keys to, the Bastille Prison, Lafayette sent the key to the main gate of the prison to his former leader, general, mentor, and good friend, President George Washington.

The key underwent a long and tumultuous journey from Paris to London to the front hall of Washington's home, Mount Vernon. It was first entrusted to Thomas Paine, an Englishman best known for his Enlightenment-era writings, including *Common Sense*, a pamphlet depicting moral and political reasons why the American colonies deserved independence from the British Empire.

Paine, who was living in England at the time, was given the key in 1790, because he was a well-known supporter of

democracy and a friend to both Lafayette and Washington.

Paine, however, was unable to deliver the key to America, as he was busy writing pamphlets in support of the French Revolution, such as *Reflections upon the Revolution in France* and *The Rights of Man*. His writings were so controversial that he was forced to flee his monarchy-controlled homeland for France later that year.

Unable to make the long journey across the Atlantic, Paine gave the key to another prominent American, South Carolinian John Rutledge Jr. Rutledge, Jr. was the son of John Rutledge, whose resume included serving on the first Supreme Court, as the first governor of South Carolina, and as a delegate to both the First and Second Continental Congress. Rutledge, Jr. was in Europe, traveling with, learning from, and becoming the protégé of then-Minister to France and future third president of the United States, Thomas Jefferson.

Rutledge Jr. carried the key from Europe to America, where he presented it to President George Washington, along with a drawing Lafayette had commissioned of

the Bastille, and a letter.

Lafayette wrote, "Give me leave, my dear general, to present you with a picture of the Bastille just as it looked a few days after I had ordered its demolition, with the main key of that fortress of despotism—it is a tribute which I owe as a son to my adoptive father, as an aide-de-camp to my general, as a missionary of liberty to its patriarch."

After being showcased in New York and Philadelphia, the key eventually found its home in the first-floor passage of Mount Vernon.

The key has hung there for centuries and continues to do so to this day.

Many guests and visitors to the estate have seen the Key to Bastille hanging at Mount Vernon, including Marquis de Lafayette, who returned to America in 1824 with his son.

There, Lafayette saw the key and the grave of his adoptive father.

He wept.





# DC OLYMPICS





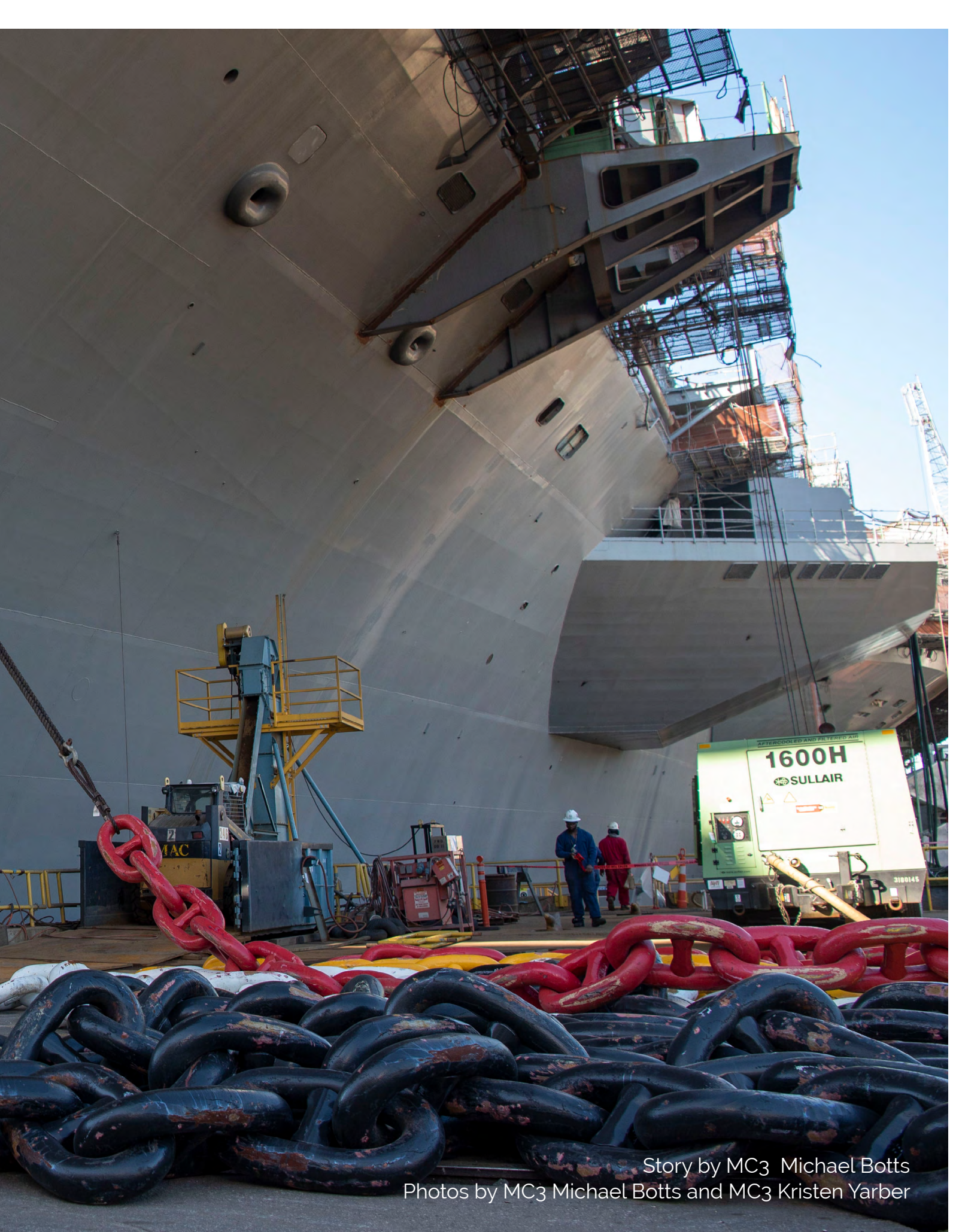
The Nimitz-class aircraft carrier USS George Washington's engineering department hosted "DC Olympics" May 24 on the field at Huntington Hall. Damage control Sailors taught their shipmates about various different forms of damage control to better prepare them for actual casualties they might see aboard the ship.



# REACHING NEW MILESTONES

**Sailors assigned to the deck department aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73) and shipyard workers from Newport News Shipbuilding (NNS) reattached George Washington's anchor chain, May 22, marking the latest milestone during her refueling complex overhaul (RCOH) yard period.**





Story by MC3 Michael Botts  
Photos by MC3 Michael Botts and MC3 Kristen Yarber



Sailors assigned to the deck department aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73) and shipyard workers from Newport News Shipbuilding (NNS) reattached George Washington's anchor chain, May 22, marking the latest milestone during her refueling complex overhaul (RCOH) yard period.

Since the removal of George Washington's anchor chains in October 2017, deck department Sailors have been working around the clock performing maintenance on their equipment to prepare the ship for the reattachment. Accomplishing this task required deck department Sailors to work alongside their shipyard counterparts and stay in constant communication to make sure everything on both sides was on track.

"To prepare for the reinstallation of the anchor and chains, we had to make sure all our gear was here," said Boatswain's Mate 2nd Class Cassidy Belcher, the desk supervisor for deck department aboard George Washington. "We had to make sure everything is operational, and some of our equipment isn't currently operational, and can't be fixed, so it's been a struggle since we started, but it's a great feeling being a boatswain's mate and actually doing boatswain's mate work."

Sailors and shipyard workers attached a line to the anchor chain and pulled it up using the ship's capstan, a verticle-axled rotating machine used on ships to multiply the pulling force of the Sailors pulling rope. When the bitter end of the chain, or the attaching link, reached the forecastle, it was hoisted around the wildcat, the portion of the anchor windlass that grabs the anchor chain, and led into the chain locker, a space at the forward part of the ship that contains the anchor chain when the anchor is secured for sea, where it was attached to the wall of the ship.

For many of the Sailors in deck department, this was the first time they were doing the jobs they've trained to do as boatswain's mate. During RCOH,



Sailors across the ship are often tasked with responsibilities that take them away from what they would normally be doing if the ship were operational.

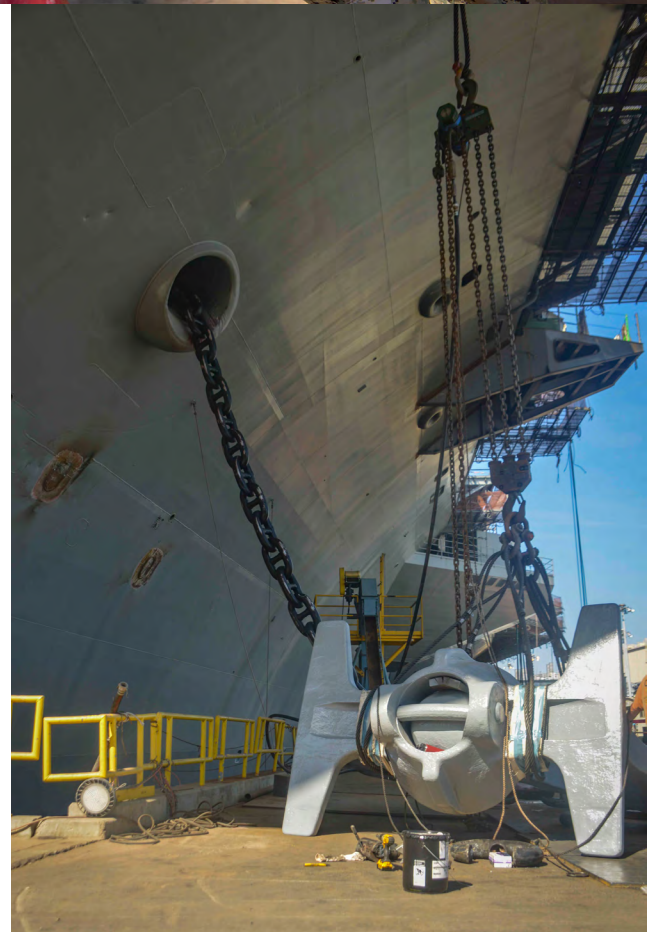
"It's awesome to see my guys come into work every day that we have been doing this and actually be motivated about the work they are doing," said Belcher. "For some of my Sailors, this is their first time actually getting to be a boatswain's mate and do the things that they were trained to do."

Along with raising the morale of Sailors assigned to the deck department, bringing the anchor chain back aboard the ship also significantly helped deck department Sailors with the qualifications they will need when the ship gets back out into

the fleet.

"As a department, we were hurting for our in-rate qualifications that actually require hands-on training, most of which isn't possible to get here in the shipyards," said Senior Chief Boatswain's Mate Yucarlon Felton, the deck department leading chief petty officer aboard George Washington. "This evolution helped us get more Sailors qualified as phone talkers, riggers, line handlers, and all the necessary watch stations that need to be manned."

George Washington has many milestones to hit during her RCOH. Reattaching her anchor chain gets her one step closer to the goal of completing the overhaul and getting back out into the fleet.



# BACKGROUND TO THE BATTLE OF MIDWAY

Story and photographs courtesy of Naval History and Heritage Command

The Battle of Midway, fought near the Central Pacific island of Midway, is considered the decisive battle of the war in the Pacific. Before this battle, the Japanese were on the offensive, capturing territory throughout Asia and the Pacific. With their attack, the Japanese had planned to capture Midway to use as an advance base, as well as to entrap and destroy the U.S. Pacific Fleet. Because of communication intelligence successes, the U.S. Pacific Fleet surprised the Japanese forces, sinking the four Japanese carriers that had attacked Pearl Harbor only six months before, while only losing one carrier. After Midway, the Americans and their Allies took the offensive in the Pacific.

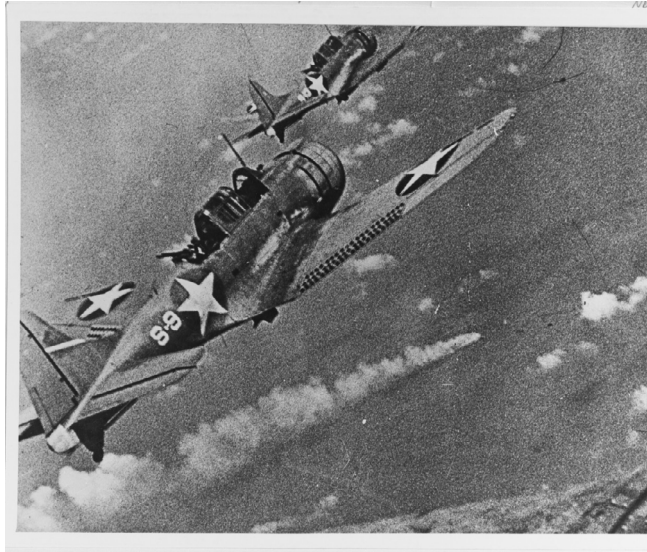
## Background to the Battle of Midway

Following the outbreak of the Pacific War in December 1941, the Japanese armed forces conducted military operations against U.S., British Commonwealth, and Dutch possessions in the Pacific and Southeast Asia. The first phase of these operations, which included the seizure of Malaysia, Singapore, the Dutch East Indies, the Philippines, and various island groups in the Central and Western Pacific, was virtually complete by March 1942. The second phase, initiated by Japanese Imperial Headquarters on Jan. 23, was designed to isolate and neutralize Australia and India. In the Pacific, this plan envisioned the seizure of bases in Papua New Guinea and the Solomon Islands, which would be used to support future operations against New Caledonia, Fiji, and Samoa. By early March, with the seizure of Lae and Salamaua, the entire north coast of Papua New Guinea had fallen to Japanese forces who were planning for an amphibious invasion of Port Moresby.

By this time, two secure American naval intelligence centers were in operation in the Pacific: one in Melbourne, Australia, and another at Pearl Harbor ("Hypo"). A third, at Corregidor ("Cast"), was rapidly disintegrating under Japanese air and artillery attacks on the island. Its cryptanalysts and equipment were in the process of evacuation to Melbourne. These facilities

intercepted Japanese radio communications and, through traffic analysis and codebreaking, uncovered the location of major fleet units and shore-based air forces. More importantly, by translating messages and studying operational patterns, Melbourne and Hypo predicted future Japanese operations. The intelligence centers provided their analysis, through daily communications intelligence (COMINT) briefings and warning reports, to senior American commanders, including Commander in Chief, U.S. Fleet Adm. Ernest J. King, and Commander in Chief, Pacific Fleet Adm. Chester W. Nimitz.

In early March, the Japanese postponed



their planned seizure of Port Moresby because of previous events. An American carrier raid on Japanese shipping at Lae and Salamaua on March 10, along with a previously unsuccessful attempt to attack Rabaul on Feb. 20, had demonstrated to Commander in Chief, Fourth Fleet Adm. Shigeyoshi Inouye, that the Japanese were not assured of air superiority in the region. It was not until early May, when Inouye had three carriers for operations, that the invasion could begin. On May 7-8, the first carrier battle of the war took place in the Coral Sea. Each side had a carrier damaged, while the Americans lost the carrier USS Lexington (CV 2) and the Japanese lost the light carrier Shoho. More importantly, the Japanese broke off their invasion attempt. It was the first time the Japanese had been stopped in the Pacific. Significantly, American cryptanalysts had provided crucial order of battle

and operational communications intelligence to the Allied commanders in the South Pacific.

In addition to this advance toward Port Moresby, evidence that Japan was intent on expanding east of the Marshall Islands appeared in COMINT in early 1942. Land-based air units and equipment began appearing in message traffic to and from the Marshall Islands and the Mandates. On March 4, the designator "AF" began appearing in partially decoded messages. Then, on March 5, Japanese seaplanes, refueled from a submarine at French Frigate Shoals, Territory of Hawaii, conducted a small armed reconnaissance mission over Oahu. Finally, on

March 13, American cryptanalysts both broke the Japanese Navy's General-Purpose Code (JN 25) and identified "AF" as Midway Island.

On April 16, after several months of discussion, Commander in Chief, Combined Fleet Adm. Isoroku Yamamoto convinced the Imperial General Staff to agree to his Midway and Aleutians strategy for the summer. In Yamamoto's view, the capture of Midway Island would allow Japan to pursue its Asian policies behind an impregnable eastern shield of defenses in the Central Pacific. The centerpiece of this plan was a feint toward Alaska followed by an invasion of

Midway. When the U.S. Pacific Fleet responded to the landings on Midway, Japanese carrier and battleship task forces, waiting unseen to the west of the Midway Strike Force, would fall upon and destroy the unsuspecting Americans. If successful, the plan would effectively eliminate the U.S. Pacific Fleet for at least a year and provide a forward outpost from which ample warning of any future threat by the U.S. would come.

Two days later, Lt. Col. James Doolittle and a small number of American airmen from the U.S. Army Air Corps took off from USS Hornet (CV 8) in land-based bombers to attack the Japanese home islands. As a result of this attack, which caused the Japanese to want to extend their first line of defense as far east as possible, the Japanese advanced the date of their planned attack on Midway. On May 5, Imperial General

Headquarters issued "Navy Order No. 18" directing Yamamoto to carry out the occupation of Midway Island and key points in the western Aleutians in cooperation with the Army.

At the same time, Japanese Navy communication activity in the vicinity of Japan dramatically increased, reflecting naval exercises conducted in preparation for both the Midway and Aleutian operations. On May 7, Hypo provided a translation of the agenda for a Japanese aviation conference, called by Commander in Chief, 1st Air Fleet Vice Adm. Nagumo, scheduled for May 16. The conference concerned tactics to be employed in obtaining air superiority over a target, assisting in amphibious landings, and bombing and strafing attacks to wipe out local resistance. On May 9, Melbourne intercepted and translated "1st Air Fleet Striking Force Order No. 6," which confirmed the creation of a new carrier strike force and that a major fleet movement would begin on May 21. In response to this COMINT, American cryptanalysts supplied warning notices of Japanese offensives scheduled for late May.

On May 19, the officer in charge of COMINT processing at Hypo, Cdr. Joseph J. Rochefort, and the intelligence officer for the Pacific Fleet, Lt. Cdr. Edwin T. Layton, identified Midway and Dutch Harbor, Aleutian Islands, as specific Japanese objectives. On the May 22, following a radio deception operation, Melbourne completely confirmed that "AF" meant Midway. Hypo then discovered the date cipher used in Japanese message traffic. This meant analysts could determine exactly when the attack would take place. After examining previously intercepted messages, Hypo predicted an attack on Midway on June 4. Nimitz used this estimate to plan American countermeasures.

On May 26, since COMINT suggested the Japanese intended to approach from that direction, submarine USS Gudgeon (SS-211) sailed for a surface patrol northwest of Midway. Also on May 26, aircraft ferry USS Kitty Hawk (AKV-1) arrived at Midway with reinforcements for Marine Air Group (MAG) 22, a light tank platoon earmarked for a mobile reserve, and the 3rd Defense Battalion, equipped with 3-inch antiaircraft guns. On that same day, Task Force

Sixteen (TF 16), under the command of Rear Adm. William F. Halsey, and centered around Hornet and USS Enterprise (CV-6), returned to Pearl Harbor from the South Pacific to begin preparations for the upcoming battle. Although suffering from damage inflicted by Japanese bombs during the May 7-8 Battle of the Coral Sea, USS Yorktown (CV-5) returned the next day.

Also on May 26, the Japanese Northern Force, which included two light carriers, sailed from Ominato toward the Aleutians. The next day, Japanese forces began getting underway for Midway. Chief among them was First Mobile Force, Carrier Strike Force, led by Vice Adm. Nagumo Chuichi, comprising the four large carriers Akagi, Kaga, Soryu, and Hiryu with a total of 229 carrier aircraft. On May 28, the Japanese First Fleet, Main Body, led by Yamamoto aboard



the battleship Yamato, sortied from home waters. The Second Fleet, Escort Force, led by (Rear Adm. Tanaka Raizo, including 15 transports, sailed from Saipan. Second Fleet, Occupation Support Force, led by Rear Adm. Kurita Takeo, sortied from Guam. These forces were supported by 17 patrol seaplanes.

TF 16, led by Rear Adm. Raymond A. Spruance, formed around Enterprise and Hornet, and departed Pearl Harbor on May 28 to take up a position northeast of Midway. Spruance replaced Halsey for this operation because Halsey was suffering from a painful attack of shingles. Two days later, Task Force Seventeen (TF 17) under the command of Rear Adm. Frank Jack Fletcher, formed around the quickly-repaired Yorktown, and sailed from Pearl Harbor to join TF 16 northeast of Midway. When TF 17 and TF 16 joined about 350 miles

northeast of Midway on June 2, Fletcher became officer in tactical command. The three American carriers, augmented by cruiser-launched floatplanes, provided 234 aircraft afloat. These were supported by 110 fighters, bombers, and patrol planes at Midway. As part of pre-battle disposition, 25 fleet submarines under the command of Rear Adm. Robert H. English were deployed around Midway.

Meanwhile, on May 29, seaplane tender (destroyer) USS Thornton (AVD-11) arrived at French Frigate Shoals to relieve light minelayer USS Preble (DM-20) on patrol station there. The presence of U.S. ships at French Frigate Shoals prevented the Japanese from refueling flying boats to reconnoiter Pearl Harbor. Although the Japanese could not visually confirm the departure of Task Forces 16 and 17 from Pearl

Harbor, American preparations to defend Midway were on the verge of discovery anyway. Japanese COMINT stations not only learned of carrier movements in and out of Pearl Harbor, simply by listening to increased air-ground radio chatter, but traffic analysis of "Urgent" American radio messages coming out of Pearl Harbor suggested at least one Task Force was at sea. Incredibly, these discoveries by Japanese COMINT were withheld from the Midway Strike Force because of Yamamoto's strict radio silence restrictions.

On June 3, in the preliminary moves of the Battle of Midway, American land-based aircraft from Midway located and attacked Japanese transports about 600 miles west of Midway Island. U.S. Army Air Force Boeing B-17 ("Flying Fortress") bombers inflicted no damage, however, and four Consolidated PBY ("Catalinas") from VP-24 were sent out for a night attack on the approaching transports. As part of the overall Japanese plan, the Second Strike Force, led by Rear Adm. Kakuta Kikuji, bombed Dutch Harbor with planes from light carriers Ruyjo and Junyo. In an event whose importance became clear only later, one Mitsubishi A6M ("Zeke") carrier fighter was disabled by antiaircraft fire and made an emergency landing on Akutan Island. The pilot, fooled by the flat ground, flipped the plane over upon landing in a bog and was killed. American intelligence analysts later studied the plane to discover its strengths and weaknesses.

# U.S. 2nd Fleet Declares Initial Operational Capability

From U.S. 2nd Fleet Public Affairs



ATLANTIC OCEAN (Sept. 10, 2018) Vice Adm. Andrew Lewis, commander of U.S. 2nd Fleet, observes flight operations on the flight deck aboard the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75). Lewis' visit marks the start of three days of bilateral maritime operations with the Royal Canadian navy. (U.S. Navy photo by Mass Communication Specialist 2nd Class Thomas Gooley)

U.S. 2nd Fleet declared the command has achieved initial operational capability (IOC) May 29, less than one year after being established by senior military leaders.

Vice Adm. Andrew "Woody" Lewis, commander, U.S. 2nd Fleet, made the announcement onboard Naval Station Norfolk, Virginia, the waterfront homeport of many 2nd Fleet maritime assets.

"The North Atlantic has some of the world's busiest shipping lanes, and with the opening of waterways in the Arctic, this traffic will only grow," Lewis said. "This is a fact acknowledged by both our allies and competitors, and as such, it is critically important U.S. 2nd Fleet reinvigorates the way our forces are employed in this influential theater."

In achieving IOC, the command has reached the capability to command and control forces

assigned, as is expected of a numbered fleet, utilizing the functions and processes of the Maritime Operations Center and Maritime Headquarters.

By focusing on the high-end training and employment of assigned assets, the new 2nd Fleet will be postured to support the employment of forces, whether that is on the Western side of the Atlantic, the Eastern side of the Atlantic, or up into the Arctic.

A few days after achieving IOC, the new Fleet will lead Exercise Baltic Operations (BALTOPS), marking the first time the Fleet will operate in the European theater, and leveraging increased lethality, interoperability and integrated warfighting capability with allies and partners in the region.

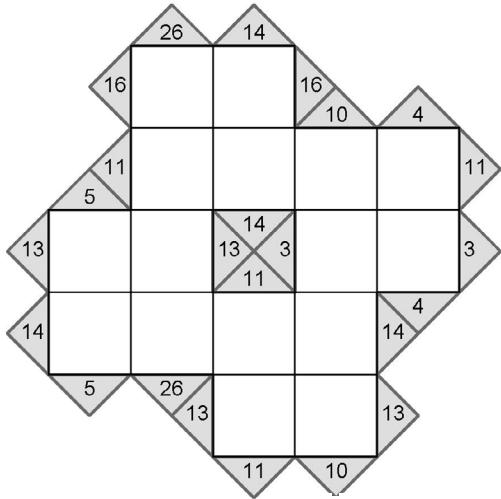
"BALTOPS 2019 is our collective opportunity to promote peace and security through

cooperation, collaboration, interoperability, and an unambiguous display of strength in the Baltic region," Lewis said. "As an alliance, increasing our capabilities across all-domains as well as building a command-wide network will give us the ability to deter aggression and project stability."

U.S. 2nd Fleet exercises operational and administrative authorities over assigned ships, aircraft and landing forces on the East Coast and the North Atlantic. Additionally, it plans and conducts maritime, joint and combined operations as well as trains and recommends certification of combat ready naval forces for maritime employment and operations around the globe.

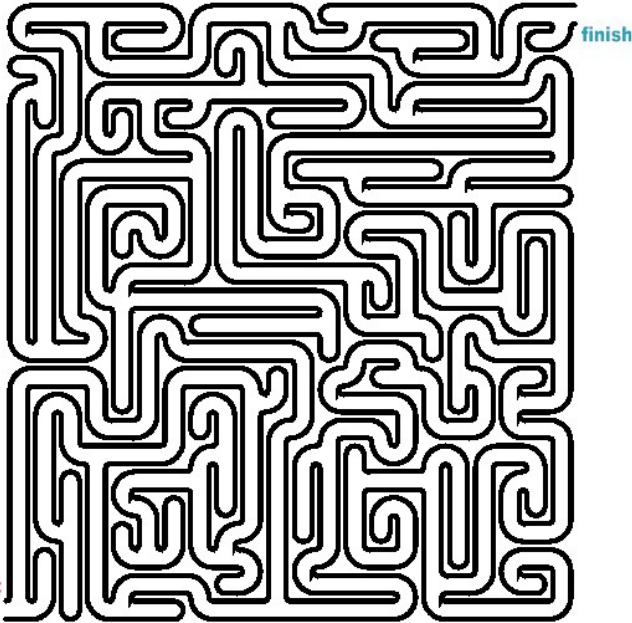
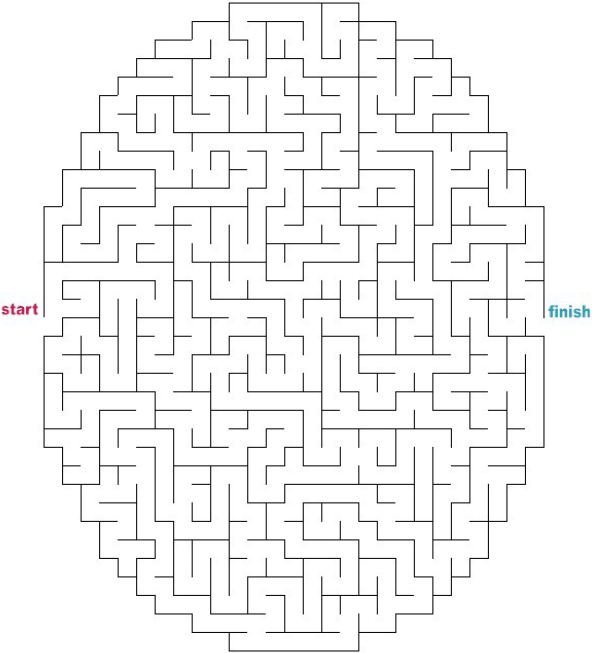
For more information about BALTOPS 2019 or U.S. 2nd Fleet, contact C2F\_PAO@navy.mil.

# GAMES CORNER



### 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.



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

### 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.

# HAMPTON ROADS EVENTS

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
2	3	4	5 Summer Splash Event Huntington Hall Time TBA	6 Ping Pong Tournament Huntington Hall 6 p.m.	7 Norfolk Harborfest Town Point Park 12:00 p.m.	8 Charity Sand Kickball Tournament Virginia Beach 10:00 a.m.
9	10	11 Virginia Peninsula Foodbank COMREL 9 a.m.	12 Peninsula Rescue Mission COMREL 7 a.m.	13 Newport News Farmers Market 703 Mariners Row 10 a.m.	14 Capture the Flag Huntington Hall 6 p.m.	15

## EVERY WEEK - FITNESS CLASSES

Yoga Class  
Huntington Hall  
5:30 a.m.

Yoga Class  
Huntington Hall  
5:30 a.m.

Yoga Class  
Huntington Hall  
5:30 a.m.

Yoga Class  
Huntington Hall  
5:30 a.m.

Yoga Class  
Huntington Hall  
5:30 a.m.

Mixed Fit Class  
Huntington Hall  
12 p.m.

Zumba Class  
Huntington Hall  
12 p.m.

Mixed Fit Class  
Huntington Hall  
12 p.m.

Zumba Class  
Huntington Hall  
12 p.m.

Mixed Fit Class  
Huntington Hall  
12 p.m.

