



THE WASHINGTON SURVEYOR

AUGUST 26, 2019



THIRD TIME'S A CHARM
PG. 12

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THE WASHINGTON SURVEYOR

AUGUST 26, 2019

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Executive Officer



Capt. Daryle Cardone

Command Master Chief



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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



RP3 Ismael Cazarez

HOMETOWN:

Heber, California

WHERE HE WORKS:

Command Religious Ministries (CRMD)

WHY HE JOINED:

He felt he needed more time to decide what he wanted to do with his life

HOBBIES:

Concerts, listening to music, playing guitar and piano, working out

WHY THIS SAILOR WAS NOMINATED:

RP3 Cazarez has been assigned to USS George Washington since October 2017. He is the assistant work center supervisor for CRMD and is preparing to take over as the WCS. RP3 is an Assistant Scoutmaster for Boy Scout Troop 151 in Hampton. He is currently taking college classes online through the Berklee College of Music in Boston, Mass. working toward an Advanced Professional General Music Studies Certificate while maintaining a 4.0 GPA. RP3 Cazarez is also applying for an appointment to the United States Naval Academy.

GEORGE WASHINGTON'S NEWEST WARRIORS



ABE3 Shakera Alexander
ABHAN Raheim Rhodd
AT3 Shean Cain
CSSA Kelsi Wallace
CSSN Demetrius Davis
EMN2 Zachary Boutelle
EMN3 Javon Johnson
EN2 Arnazha Dawkins
ETN1 Garey Bostick
ETN2 Christopher Holley
ETN3 Ian Brown
HM1 Steven Salgado
HM3 Ryu Tuifao
HN Tristen Smith
MM3 Loumir Malapitan
MMN2 Dexter Humphreys
MMN2 Kathleen Wiggs
MMN2 Logan Kooy
MMN2 Patrick Mellon
MMN2 Perry Peneveta
MMN2 Tammi Cagle
MMN3 Tyler Hanson
YN1 Christopher Mesa
YN3 David Medina

ESWS **COORDINATORS**

HMC KNESHA WIMBUSH
CSC JOE MAGRI



AOAN Isaiah Wood
ASAA Dathan Clayton
DC3 Christopher Coyle
ET2 Jason Henshaw
ET2 Tyler Forest
ETN1 Michelle Valdez
ETN2 Alexander Kersey
ETN2 Cierra Serfas
FC2 Chelsea Aaron
FC3 Courtney Ysaquierre
HM1 Steven Salgado
HM2 Doroteo Chavez
HM3 Anthony Galindo
MC3 Trey Hutcheson
PRAN Shaquan Brownlee

EAWS **COORDINATORS**

AOC VOLARIO LOTT
CSC JOSE VALENCIA



IT3 Nathaniel Trembley
IT3 William Turner

EIWS **COORDINATORS**

ITC XICA JOHNSON
CTT1 NICOLLETTE JEFFERY



Machinist's Mates: Supporting RCOH and Naval Aviation

Story by MC2 Marlan Sawyer, Photos by MC3 Michael Botts

The rate of machinist's mate has a long and proud history in the United States Navy. Established in 1880 as finisher, the rate changed names a couple of times before being settled as machinist's mate in 1904.

According to the Navy CyberSpace website on enlisted jobs, "Machinist's mates (non-nuclear) operate, maintain, and

repair (organizational and intermediate level) ship propulsion machinery, auxiliary equipment, and outside machinery, such as: steering engine, hoisting machinery, food preparation equipment, refrigeration and air conditioning equipment, windlasses, elevators, and laundry equipment; operate and maintain (organizational and

intermediate level) marine boilers, pumps, forced draft blowers, and heat exchangers; perform tests, transfers, and inventory of lubricating oils, fuels, and water; maintain records and reports; and generate and stow industrial gases."

With such a wide array of skills and responsibilities, the machinist's mates



in George Washington's engineering department prove the value and versatility of the rate to the ship and to the Navy as a whole.

Machinist's Mate 2nd Class Austin Huizar, a Sailor assigned to work control, shares how machinist's mates positively impact the Nimitz-class aircraft carrier USS George Washington (CVN 73).

"The main ways that machinist's mates and engineering department support naval aviation is through the catapult shop and [oxygen and nitrogen] shop," said Huizar. "The catapult shop makes sure that all of the machinery is up to date and fully functioning in order to operate the catapult that launch the jets. As for [oxygen and nitrogen], we create aviator's breathing oxygen and we also have a cryogenic plant that creates liquid oxygen and liquid nitrogen. The liquid oxygen is used as aviator's breathing oxygen and the liquid nitrogen is used as gaseous nitrogen for the airplane tires because it expands and contracts less at various altitudes."

In order to convert each gas into liquid form, the air expansion engine lowers the temperature of the air to reach negative boiling points, separating oxygen and nitrogen from air. The air in the expansion

"With such a wide array of skills and responsibilities, the machinist's mates in George Washington's engineering department prove the value and versatility of the rate to the ship and to the Navy as a whole."

engine is frozen to negative 320 degrees Fahrenheit to separate nitrogen, and negative 297 degrees Fahrenheit to separate oxygen.

Air separation is vital to the mission of George Washington, regardless of where the ship finds herself in her life cycle. According to navy.mil article, "O2N2 Plants Bring Life to Airwing Pilot," O2N2 plants provide oxygen to the aviators, nitrogen to the air wing, and gas forms of both for use throughout the ship.

In addition to air separation, the unique skillset of machinist's mates ensures a steady level of work whether out to sea, tied up to the pier, or during a maintenance period.

The current refueling complex overhaul (RCOH) environment enables them to put their skills to the test in. Sailors from engineering department, such as Machinist's Mate 1st Class Larissa Pruitt, auxiliary division leading petty officer, have provided significant support to accomplishing major ship milestones while in RCOH.

"The machinist's mate is like the Swiss army knife of the Navy," said Pruitt. "Since being in the shipyards, we have repaired all four aircraft elevators, started the five-year catapult inspection, restored fire pumps to support Ready to Flood operations, and refurbished the air conditioner and refrigeration units."

As a rate that has been around for roughly 140 years, machinist's mates will continue to make an impact throughout the surface fleet and the naval aviation community. The hard work of the machinist's mates ensures that George Washington will have a successful redelivery to the fleet.



The Pursuit of Outstanding: GW's PRT is on the Horizon

Story by MC3 Michael Botts, Photos by MC3 Trey Hutcheson

The Navy physical readiness test (PRT) is a bi-annual fitness test that every Sailor must take and pass with a score of satisfactory or higher. The test consists of push-ups, sit-ups, and a cardiovascular test, and scores are based on the member's age. Most Sailors strive to not only pass, but get the best results possible.

To help Sailors achieve a passing score and reach their personal goals, the Navy has many resources. Sailors stationed aboard aircraft carriers have a designated Afloat Fitness Specialist (Fit Boss) whose job is to make sure that every Sailor aboard the ship meets their fitness goals.

"Each Sailor is different from the next," said Ryan Roberts, the Fit Boss assigned to the Nimitz-class aircraft carrier USS George

Washington (CVN 73). "If I had to pick which portion of the PRT is most difficult for Sailors, besides the [Body Composition Assessment] portion, I would go with the cardiovascular portion, simply because if a Sailor doesn't like to run or doesn't do it enough until they have to for the PRT, then they will struggle to pass it."

To help Sailors who are struggling to meet their physical fitness standards, Roberts has a multi-step program that can help Sailors meet or surpass their fitness goals.

"Take a one, two, three approach to your training," said Roberts. "One being the most important: pick a day of the week to plan and prepare your meals for the week. Fueling yourself properly is vital for

improved performance; this includes proper hydration daily."

According to guidelines from the U.S. Department of Agriculture, via [myplate.gov](https://www.myplate.gov), the goal is to eat every two to three hours and properly portioned snacks after each meal to prevent overeating throughout the day.

Roberts also noted that strength training and cardiovascular training is necessary in a routine workout schedule. "You need at least two days minimum of strength training a week," said Roberts. "In order to build and maintain strength, Sailors need to hit that mark to stay on track." "You need at least three days minimum of cardio training a week. This helps with weight loss or maintaining a



healthy weight. Make sure to switch up the duration and intensities on different days. I would also suggest switching up the way you perform your cardio as well. Include biking and swimming into your cardio portion for a change of pace.”

Finally, he added that flexibility and recovery training help maintain a well-rounded workout regimen.

“Please take the time to give your body some love; a well-balanced fitness program is key for success,” said Roberts. “Incorporate yoga into your weekly workout regimen, which we offer here at Huntington Hall every Tuesday and Thursday at 12 p.m. in the aerobics room. You should also add

soft tissue exercises in your workout. Soft tissue exercises prepare your muscles for the workout and also help minimize injuries. They can be performed before and after your training session. This will help rid your body of waste and byproducts trapped in the muscles. I’m happy to teach anyone who wants to learn.”

For those Sailors interested in learning more or starting their physical fitness journey, Morale, Welfare, and Recreation (MWR) at Huntington Hall in Newport News, Virginia offers various classes.

“Huntington Hall offers group strength classes at 6 a.m., led by a fitness specialist, every morning of the week,” said Personnel

Specialist 3rd Class Angel Ortega, the assistant command fitness leader for the personnel department aboard George Washington. “Those same fitness specialists that lead the classes every morning can be contacted by any Sailor for one-on-one personal training. Sailors should also keep an eye out on the weekly fitness calendar for updates and additions to the classes that are offered at Huntington Hall.”

Maintaining physical fitness standards is a necessity of every Sailor. For those stationed aboard George Washington, there are many resources and people to help each Sailor meet or exceed those standards.





Fair Winds Following

BMCM McCauley
after 33 years
Aug. 16, 2019.



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uley retired
of service,



THIRD TIME

GW's Flag Football T

3rd Consecutive Ch



Story by MCSN Cory Daut, Photos by MC3 Adam Ferrero

'S A CHARM:

Team on the Hunt for Championship Trophy





There was about a minute left on the game clock for the Nimitz-class aircraft carrier USS George Washington (CVN 73) (GW) flag football team. Team GW, though holding a lead, had their backs to the wall (and the end zone) as the team from the Gerald R. Ford-class aircraft carrier USS Gerald R. Ford (CVN 78) drove down the field in a furious comeback attempt.

Despite stout defense for most of the game, Team GW surrendered a touchdown to Team Ford, allowing them to come within two points. The fate of the game came down to a two-point conversion attempt, but George Washington's defense prevailed and secured the first win of the season, with a nail-biting final score of 14-12.

Over the past two years, George Washington's flag football team has enjoyed many victories like this one, taking home the overall flag football league championship against other Hampton Roads-based Navy commands in consecutive seasons. With the 2019 season just kicking off, this year's team is hungry and ready to compete and win the championship for the third year in a row.

"I expect this season to be a success," said Logistics Specialist 2nd Class Samuel Hill, the head coach of the GW flag football team. "Success [for me is] defined as ending the season with a championship."

George Washington's flag football team consists of more than 25 Sailors from multiple departments. The ship is currently undergoing refueling complex overhaul (RCOH), and being in the shipyard can be tough for some Sailors. Getting the time to get out on the field can help their esprit de corps and help promote camaraderie with shipmates from across the fleet.

"A team like this improves the morale of the Sailors by creating a fun, competitive way to promote camaraderie, teamwork, sportsmanship, socialize with other people, and a fun way to work on their fitness," said Matthew Pennell, George Washington's afloat recreation specialist (Fun Boss). "Whether it be softball, flag football, soccer, volleyball, etcetera, you'll find intramural sports will not only help you feel better, but they will help pass the time during this yard period."

Hill also agrees that sports such as football are a great tool to help raise the morale of everyone that plays on the team.

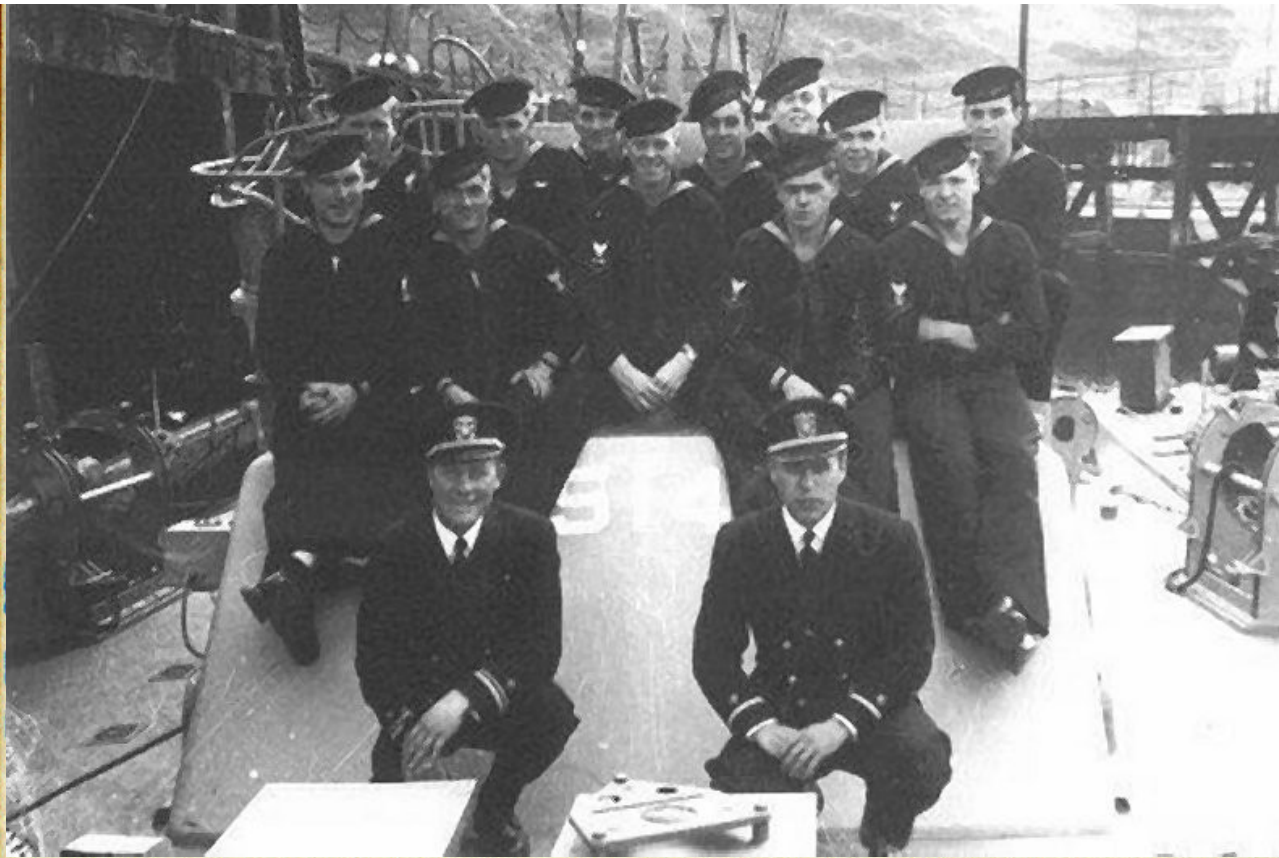
"The sport of football brings the morale to all-time high for the members on the team," said Hill. "The excitement we feel when someone makes a play is genuine. We forget whatever differences we have individually, and come together to enjoy the game."

Whether Sailors are looking to find something to help them create bonds between shipmates around the fleet or are just looking for something fun to do

after work, George Washington's flag football team is as always looking for more Sailors to join to the team. Sailors interested in joining the flag football team, may contact Hill or Logistics Specialist 2nd Class Alexandre Brummell for more information.

For those interested in participating in other sports, George Washington Sailors can contact the ship's Morale, Welfare, and Recreation (MWR) department for more information on available teams.





Crew of PT-511



Crew of PT-514

U.S. Navy PT Boats Make Waves

Story by MC3 Tatyana Freeman, Photos courtesy of Navsource

The D-Day invasion had occurred in June 1944, hollowing the German defenses in Normandy, France, to bare bones. There were only a few exceptions. La Havre, a channel port in Normandy, continued to be a rigid German stronghold. Adolf Hitler, the chancellor of the German Reich, had declared La Havre a fortress so essential to the German power, it was to be held no matter the cost.

Hitler did not put the grave order upon La Havre without good reason – it was a port essential to distributing supplies and troops all over his “Fortress Europe,” second only to Marseilles, France. La Havre was so vital, in fact, that after Allied forces had secured Normandy Beach and the surrounding areas, efforts shifted to La Havre.

On the night of Aug. 26, 1944, the British Royal Navy and Air Force were ordered to carry out a blockade and conduct preparatory bombardment of La Havre. The intent was to weaken the German forces there and lay the groundwork for a future assault.

The British were not alone, however.

The American forces were well-known for the roles they played in the D-Day invasion of Normandy and most of the forces that landed on the beaches were Army infantry units. The Navy was mostly known for working in conjunction with the other armed forces, supporting and transporting troops to the European Theater, but special units made a decisive impact on the course of the war.

U.S. Navy patrol torpedo (PT) boats aided the ground forces landing on Normandy Beach during D-Day by “harassing enemy shore installations, supporting friendly troop

landings, destroying floating mines, sinking enemy shipping targets, destroying enemy landing barges, rescuing downed pilots, landing partisans behind enemy lines, and attacking enemy island outposts,” according to the National Park Service website.

So when the Royal Navy and the Royal Air Force were tasked with launching a preliminary attack on La Havre, Navy PT-511, PT-514, and PT-520 joined in on the action.

Together, the combined Allied forces sunk German artillery ferries AFD-98 and AFD-108.

The bombardment was enough to weaken the German stronghold, and from Sept. 10 to Sept. 12, the Allied forces coordinated an attack codenamed “Operation Astonia” in order to secure the harbor facilities of La Havre intact and, once secured, deliver supplies to Allied armies in continental

Europe.

In addition to the Allied naval forces used in the initial attack, British, Scottish, and Canadian infantry units laid siege to the German stronghold for two days.

The German garrison at La Havre, with approximately 11,000 troops, surrendered to Allied forces on Sept. 12, 1944.

La Havre was officially in Allied hands, and began to function as an official seaport by Oct. 9, 1944.

Due to PT boats supplied by the Navy and the brave soldiers of the Allied forces, France, piece by piece, was liberated from Nazi control, paving the way for the rest of Axis-controlled Europe to fall apart and democracy to be restored.



Crew of PT-511

Gravely conducts PASSEX with Royal Danish Navy

From Commander, U.S. 2nd Fleet Public Affairs



Atlantic Ocean (NNS) -- U.S. Navy Arleigh Burke-Class guided-missile destroyer USS Gravely (DDG 107) and Royal Danish navy Absalon-class command and support ship HMDS Absalon (L 16) conducted a passing exercise (PASSEX) in the Arctic waters off the coast of Greenland, Aug 16.

PASSEXs are unit exercises requiring cooperation, communication and interoperability between two or more navies, testing advanced ship maneuvering and tactics. It affords the opportunity to improve crews' knowledge and demonstrate shared tactics.

"This exercise was a unique opportunity for Gravely to conduct training with

the Danish navy and to demonstrate interoperability in strategically important waters," said Cmdr. Michael O'Reilly, commanding officer of Gravely. "As our navies share many common tactics, techniques and procedures, it was great to see how quickly we were able to establish communications and exercise our combined warfighting and seamanship skills."

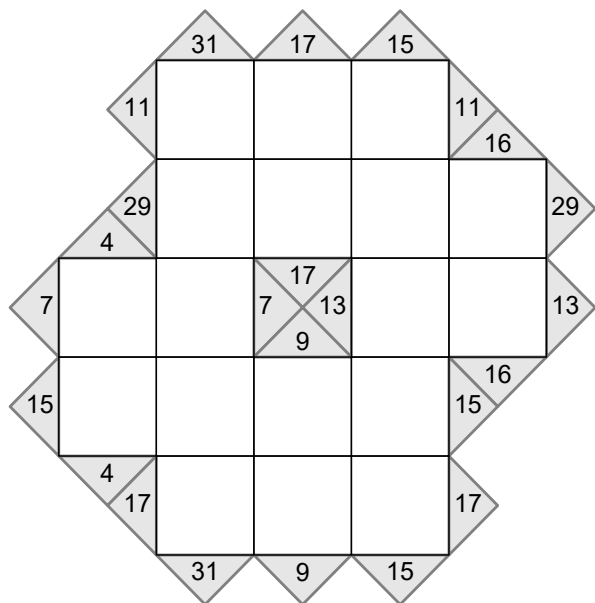
The PASSEX started with a rendezvous of the ships, followed by the landing of Absalon's MH-60R helicopter on the flight deck of the Gravely. The ships conducted four, pre-planned close maneuvers allowing the ships to safely come within 250 yards. The operations allowed Gravely Sailors

to draw from the wealth of experience and knowledge our ally has in northern latitude operations, and as highly skilled, technologically advanced, militarily interoperable neighbors.

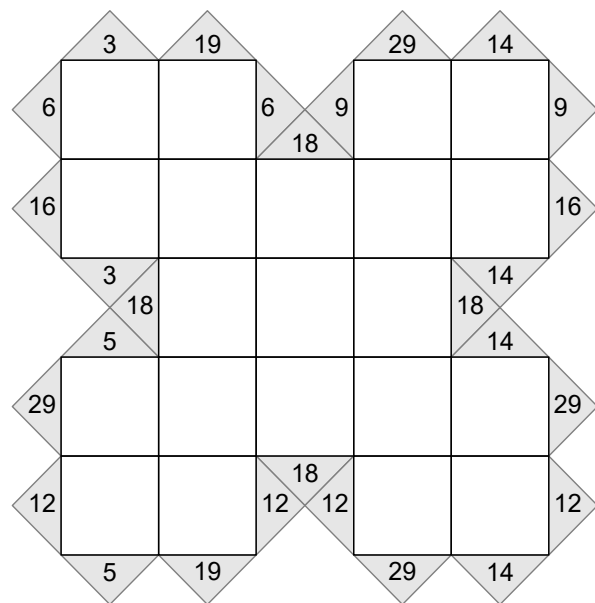
"Events like today's passing exercise not only deepen the relationship between our two countries but also strengthen our maritime security capabilities in the North Atlantic," said O'Reilly.

USS Gravely's operations in the Arctic are a step toward further enhancing our Navy's proficiencies operating in Arctic climates. GRAVELY is underway to conduct Arctic operations as part of an 8-month deployment.

GAMES CORNER



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HAMPTON ROADS EVENTS

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
25	26	27	28	29	30	31
Great Navy Camp Out		Pool Tournament	Free Movie Night		Flapjack Fridays	Learn To Paddle Board
All Day NAVSTA Norfolk		6 p.m. Dam Neck	All Day NAVSTA Norfolk		All Day NAVSTA Norfolk	10:30 a.m. Dam Neck
1	2	3	4	5	6	7
			Liberty Wind Down Wednesdays	Night of Crafts	Bowling Back to School Bash	
			All Day NNSY	6 p.m. NAVSTA Norfolk	6 p.m. NAVSTA Norfolk	

EVERY WEEK - FITNESS CLASSES

	Yoga Class Huntington Hall 12 p.m.		Yoga Class Huntington Hall 12 p.m.	
Mixxed Fit Class Huntington Hall 12 p.m.	Zumba Class Huntington Hall 12 p.m.	Mixxed Fit Class Huntington Hall 12 p.m.	Zumba Class Huntington Hall 12 p.m.	Mixxed Fit Class Huntington Hall 12 p.m.

