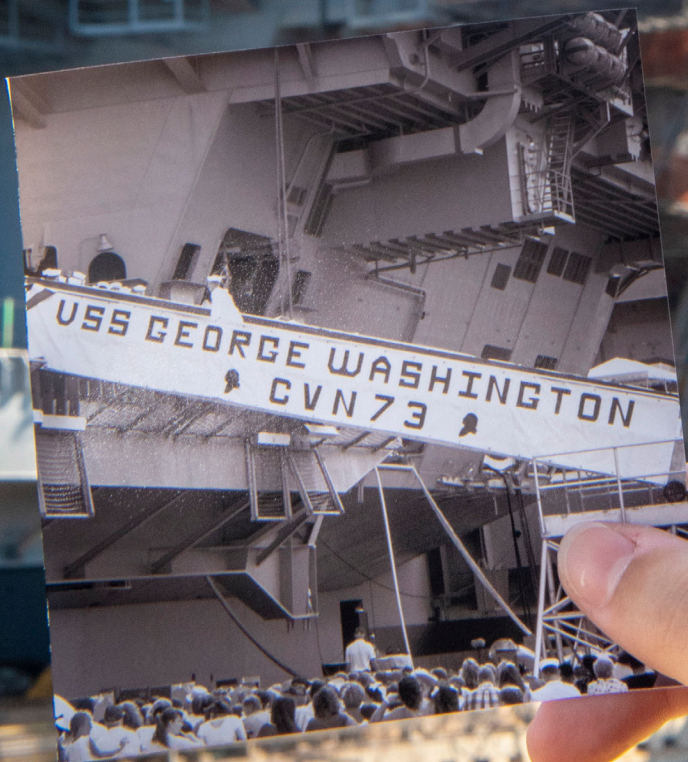




THE WASHINGTON SURVEYOR

AUGUST 12, 2019



RCOH

H A L F W A Y



6
**Combat
Systems**



16
Deck



8
Engineering



12
PM 13



18
**Around
the Fleet**



THE WASHINGTON SURVEYOR

AUGUST 12, 2019

USS George Washington (CVN 73)

Commanding Officer



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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



ABH3 Sydney Hughes

HOMETOWN:

Tewksbury, NJ

WHERE SHE WORKS:

V-1

WHY SHE JOINED:

To serve her country and follow in her grandfather's footsteps

FAVORITE PART OF HER JOB:

Helping fellow shipmates and working with her coworkers

HOBBIES:

Ice hockey, soccer, yoga, and reading

WHY THIS SAILOR WAS NOMINATED:

ABH3 Hughes was nominated by ABHC Bouska. ABH3 Hughes manages the correspondence and routing for 116 Sailors assigned to the V-1 division. She constantly displays a positive attitude and inspires her peers to excel both professionally and personally. ABH3 strives to better herself each day, and encourages her junior Sailors and peers to do the same.

GW'S NEWEST WARRIORS



AN Willie Lee

AO3 Nielvil Redillas

AOAN Leah Godwin

AS3 Frances Higgins

ASAN Justin Barbaro

BM3 Brittany Maiden

LSSN Jaredarius Baldoz

MM3 Kristie Mayers

OSSN Ijah Hannah

RP2 Perry Williams

ESWS

COORDINATORS

HMC KNESHA WIMBUSH
CSC JOE MAGRI

EAWS

COORDINATORS

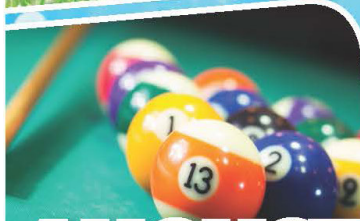
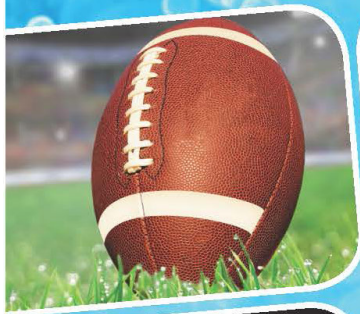
AOC VOLARIO LOTT
CSC JOSE VALENCIA

EIWS

COORDINATORS

ITC XICA JOHNSON
CTT1 NICOLLETTE JEFFERY

HUNTINGTON HALL • LIBERTY



AUGUST EVENTS

Saturday, August 3
WHITEWATER RAFTING
(RICHMOND)

Tuesday, August 6
TRIVIA NIGHT
6 p.m.

Sunday, August 11
NATIONAL CHOCOLATE
CHIP DAY
All Day Long

Wednesday, August 14
FLAG FOOTBALL GAME
6 p.m.
At MWR Track and Field

Thursday, August 29
POOL TOURNAMENT
6 p.m.

757-688-7451

HUNTINGTON HALL • LIBERTY



SEPTEMBER EVENTS

Thursday, September 5
PIZZA NIGHT
5 p.m.

Thursday, September 12
PING PONG TOURNAMENT
5 p.m.

Saturday, September 14
ESCAPE ROOM
2 p.m.

Wednesday, September 18
TRIVIA NIGHT
6 p.m.

Tuesday, September 24
GAME NIGHT
6 p.m.

Friday, September 27
VIDEO GAME TOURNAMENT
6 p.m.

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Networking for the Future: Combat Systems Improvements a Hallmark of the First Half of RCOH

Story by MC3 Tatyana Freeman, Photos by MC3 Julie Vujevich

In reaching the halfway point in refueling complex overhaul (RCOH), the Sailors of the Nimitz-class aircraft carrier USS George Washington (CVN 73) combat systems department have made substantial improvements to the ship's systems and preparations for the future. The work put in during RCOH ensures that George Washington will leave the shipyard as the world's most technologically-advanced capital warship.

"It's huge [reaching the halfway point]," said Electronics Technician 3rd Class Kade Gibbs, a Sailor assigned to the combat systems department aboard George Washington. "When I first got here, it felt like we weren't even close to being halfway done. But now they're saying we're halfway. We're just chugging along."

Gibbs checked aboard George

Washington in October 2016, and has since seen a huge shift in personnel, equipment, and the ship itself. It is certainly true that an RCOH tour is an unconventional one, and Gibbs has seen that firsthand.

"The schedule has been weird," said Gibbs. "We do a lot of checking tags, preparing our spaces for preservation, and getting it ready for the equipment to come back in."

Each member of combat systems, up and down the chain of command, plays a critical role in the RCOH process.

"Right now, the big push is the flood the drydock date," said Chief Fire Controlman Kevin Landry, the leading chief petty officer of the radar/navigation division (CS6). "We have lots of sound-powered telephones that we have to make sure are operational. Also, cooling systems are about

to come back online for some of our radars, so we have to start bringing pumps and heat exchangers onboard. We are really just working towards bringing our equipment back aboard the ship."

Not just as a department, but individually, each Sailor is committed to reaching this point, and ultimately, the full completion of RCOH.

"I have done the LED conversion for all the lights in the CS6 spaces," said Gibbs. "I removed over 120 feet of lagging off of the cooling system pipes for the [AN/SPS 49 air search radar] so the lagging team could come in and replace all the lagging."

The AN/SPS 49 radar is a two-dimensional, long-range air search radar that acts as the primary air search radar. Gibbs's efforts, and the work of other Sailors, is the primary reason George Washington

has reached this important halfway-to-completion milestone. However, this does not mean the work is done. There are many challenging days ahead for combat systems.

"We're going to have quite a few obstacles with the equipment coming onboard, setting it up, making sure that it's actually going to work," said Gibbs. "It's going to take a lot of time and man-hours. A lot of people are probably going to be staying after working hours...just to get their equipment up and running – radars,

"I'm really excited to see my equipment onboard," said Gibbs. "Maybe even see it alive. Light up. I have a little more than three years to go on this ship. I feel like it'll be an experience to at least see [the ship] up and moving and not a skeleton in a drydock."

communications – it's very important."

Despite the obstacles and challenges these Sailors face, their initiative and toughness enables them to push forward and complete the important mission of returning George Washington to operational status.

"I'm really excited to see my equipment onboard," said Gibbs. "Maybe even see it alive. Light up. I have a little more than three years to go on this ship. I feel like it'll be an



experience to at least see [the ship] up and moving and not a skeleton in a drydock."

"We are about to start changing gears from being a production team who is putting up lagging, painting, and preservation to a team doing what they were actually trained to do," said Landry.

As Sailors across the ship, including those of the combat systems department, look back on the last two years of RCOH, they can see a lot of successes and a lot of milestones reached to get to this point.

Although there have been some stumbles, it is the tenacity and dedication of these Sailors that has allowed the ship to push over some of these obstacles and remain on track to redeliver to the fleet with another 25+ years ahead of her. The work put in now will ensure this ship remains a vital national asset into the middle of this century, no matter where in the world she finds herself.



Engineers Set the Tone for GW's RCOH

Story by MC2 Marlan Sawyer, Photos by MC3 Trey Hutcheson

The Sailors of the Nimitz-class aircraft carrier USS George Washington (CVN 73) engineering department have devoted countless hours and resources to completing the refueling complex overhaul (RCOH) mission. Each division within engineering department has chipped away at reaching significant milestones the last two years, and their combined efforts have played a critical role in the ship reaching the halfway point.

The current RCOH environment forces departments and Sailors to find unique ways to gain in-rate experience while ensuring critical maintenance and

ship's force work is accomplished. Sailors from engineering department, such as Machinist's Mate 1st Class Larissa Pruitt, auxiliary division's leading petty officer, said the shipyard period has presented certain challenges and opportunities for their division.

"Transitioning from normal operations to RCOH has given us the opportunity to completely disassemble our equipment and learn the proper way to rebuild it, in order to restore it to an operational state," said Pruitt. "I wouldn't do anything differently as this shipyard period has made us better machinist's mates and a stronger family.

As a department and individually, we have had to overcome obstacles along the way. It is really challenging overhauling all of our auxiliary equipment. Everything we do has to be completed by a predetermined date. Our department has to effectively communicate with Newport News Shipyard contractors on a daily basis in order to ensure project milestones are completed on or before the requested due date."

Hull Technician 1st Class Erick Belena, a member of repair division, is also no stranger to the strenuous work involved to ensure deadlines are met. His division's pride of shipboard ownership serves as a

strong motivation.

"We aim to maintain low late-to-start and late-to-finish occurrences with a high inflow of tasking," said Belena. "It is important that we have no liabilities for key events and we assist many others in clearing their liabilities as well. There is an unmistakable sense of pride in reshaping this ship for the duration of her second life and a sense of accomplishment in hitting the goals set in front of us."

Damage Controlman 1st Class Mark Carroll also spoke of a few major milestones that damage control division has reached since embarking upon RCOH.

"For [damage control] division, we have completely renovated our entire composite fire main system and replaced over 35 valves in support of this," said Carroll. "We have also rebuilt three eductors within our main drainage system. We have rebuilt our list control system, which is vital to keep our ship level once we flood the dry dock. Restoring this system will allow us to conduct flight operations once we become

"There is an unmistakable sense of pride in reshaping this ship for the duration of her second life and a sense of accomplishment in hitting the goals set in front of us."

operational again. The upcoming important milestone is to restore main space aqueous film forming foam stations seven, eight, nine, and 14 as well as repair lockers four and five."

Although each division of engineering department is responsible for restoring their respective equipment back to operational capability, completing the overhaul of these systems requires cooperation between the engineering divisions and among other departments as well. The work George Washington's engineers accomplish every day is extremely vital to returning the ship to an operational status. The efforts of each Sailor, not just those in the engineering department, play a critical role in returning George Washington to its place as the Navy's premier and always ready aircraft carrier, regardless of where she will be called upon in defense of her nation. Her return to the fleet continues to reassure allies and partners of America's commitment to international and regional security.





PAIN T

George Washington Sailors compete in a paintball tournament at the Naval Weapons Station Yorktown. The event, comprising Captain's Cup, a morale-building exercise, runs for several weeks and encourages team-building.



TBALL

ted in paintball Aug. 1, 2019 at

Paintball is one of several events

e-boosting event that spans several

ling and participation.





Tear Them Up and Put Them Back Together: Deck Team Reflects on the Halfway Mark

Story by MC3 Tatyana Freeman, Photos by MC3 Trey Hutcheson





Many departments and teams have aided the Nimitz-class aircraft carrier USS George Washington (CVN 73) in making it to the 50 percent completion mark in her refueling complex overhaul (RCOH). One of the teams working daily to make sure the ship stays on track to completing the remaining half is the production management (PM) 13 team, also known as deck team.

"Being halfway done tells me that we've been here for about two years and the sooner we can get out to where Sailors belong, which is out to sea, and be operational and just do what the Navy does best, the better off we all are," said Aviation Boatswain's Mate (Equipment) 2nd Class Eric Lee, the work center supervisor of PM 13.

PM 13 is divided into three sections: a demolition team, an epoxy team, and a paint team.

"Deck team is tasked with the removal, priming, painting, and epoxy of the ship's deck," said Aviation Boatswain's Mate (Handling) 1st Class Todd Brockett, the leading petty officer of PM 13, "Knowing that the epoxy decks we lay and the hard work we've put into every space we've touched is a great feeling. The spaces we

are working in now will be walked on the rest of the ship's remaining 25 years. Deck team will save the Navy more than 1 million dollars by doing it ourselves and not paying contractors."

Work begins early and without delay.

"On a day-to-day basis, we muster at [4 a.m.] and we get to work," said Lee. "We have the demo team, which operates a 60-70 pound jackhammer, pulling up any sort of deck you can think of: epoxy, the thick wood that you see on the deck, or paint or tile. We have the epoxy team, and those are the men and women that go out and lay the new epoxy you see on the deck. Then we have [the] paint team that goes in and paints the spaces."

Tearing up and replacing decks is a physically demanding job, and while the Sailors of PM 13 encounter some of the same challenges other Sailors on George Washington experience, there are some obstacles unique to the deck team.

"A lot of problems that we have on deck team are temperatures," said Lee. "Anything over 90 degrees on the deck or in the space makes it twice as hard to lay our clear coat. Anything over 95 degrees, we can't do anything with. We have to let that

space cool down. It's things like that, that can push progress back. Another obstacle is the equipment. Anything with parts tends to break. So a lot of times what's happening is a tool will go down and it'll keep a space from getting done on time."

Even with the hot temperatures and equipment failures, PM 13 Sailors are committed to achieving their mission.

"We are ahead of schedule with most of the spaces," said Lee. "There are a few 'late to start, late to finishes' that we're working on... It's always better for a PM team to be ahead of schedule. If you're right on schedule, one little thing can put you behind."

The hard work and long hours PM 13 Sailors have put in ensure that the decks future George Washington Sailors will traverse in the decades to come can stand up to the test. The work done during up to this halfway point of RCOH (and the notional halfway point of the ship's life cycle) will need to last the ship the next 25+ years.

"PM teams are, in my opinion, the driving force of getting us to the halfway point and will continue to be the driving force that gets us all the way through

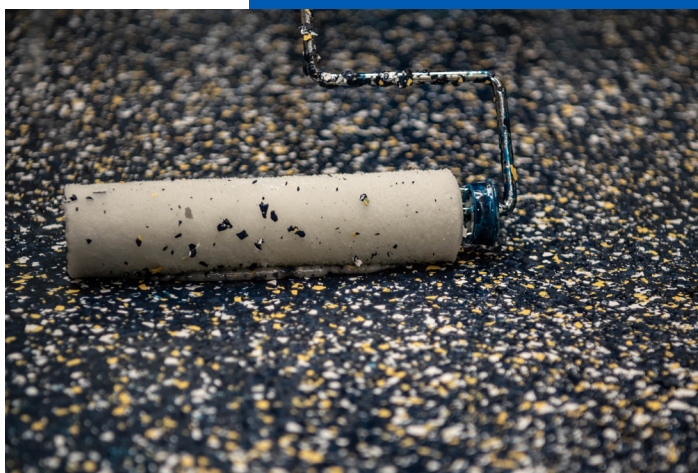
RCOH,” said Brockett, “If not for PM teams, every department would be tasked with their everyday duties as well as getting their spaces completed for RCOH, and that’s a lot to ask from a ship that’s already undermanned.”

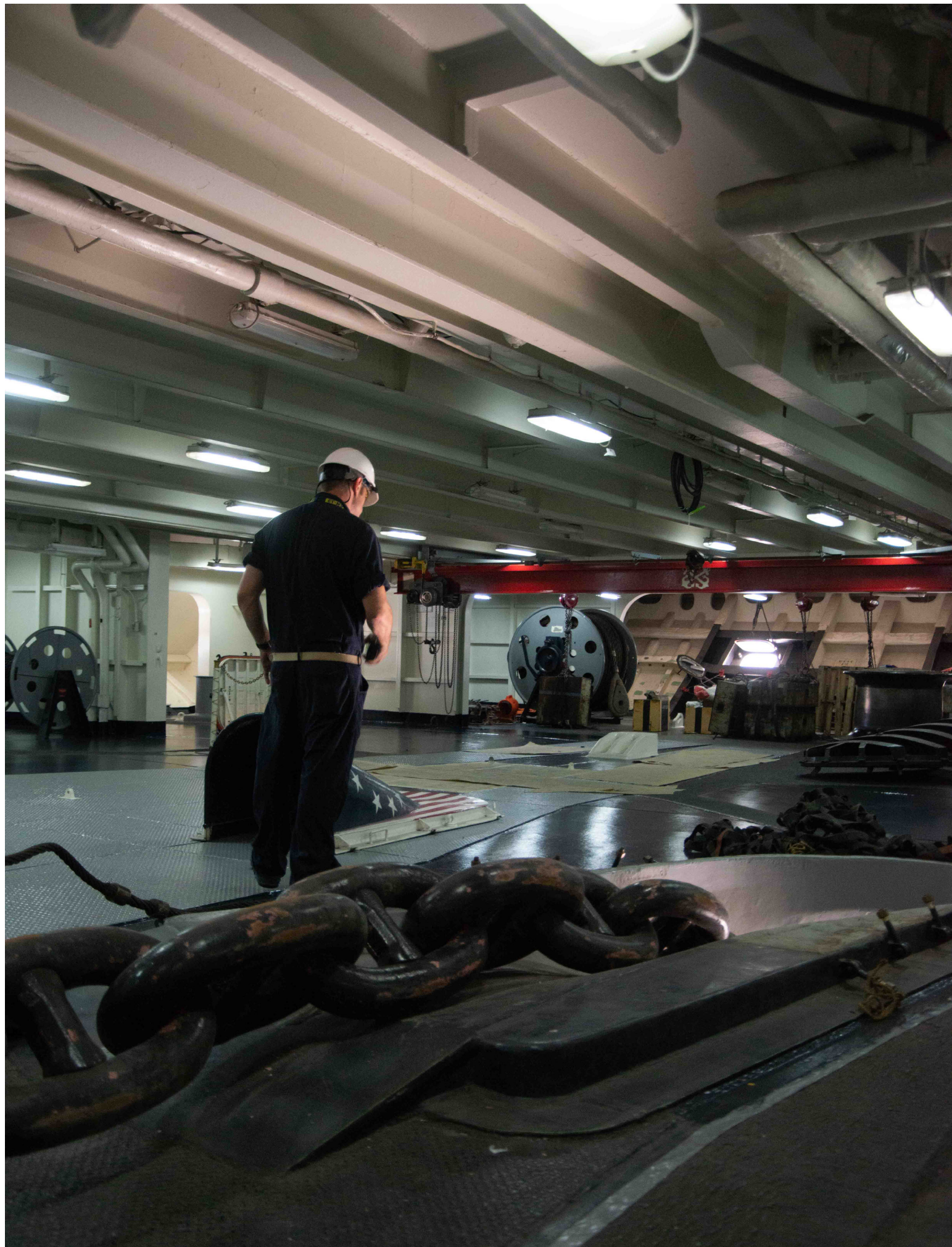
Because of the PM teams’ work, the ship’s mission gets closer to being completed every day.

“Right now, the mission of the ship is to pull out of the shipyard,” said Lee. “It’s also to make sure this ship is habitable, and a lot of that comes on deck team. A lot of deck team’s work coincides with the mission of the ship.”

George Washington, with half of RCOH in the rearview mirror, and only a couple of major milestones left in front of her, stands to finish RCOH strong thanks to the hard work and dedication of all her departments and Sailors.

“As far as getting the ship out of the shipyard, for the next half: just keep on the grind and keep pushing forward,” said Lee. “When you meet an obstacle and require help, seek help, and make it over the obstacle. Don’t stop. Find a solution. Treat every day as a different day. Don’t carry the weight of yesterday into today.”





Firmly Anchored in RCOH

Story by MC3 Michael Botts, Photo by MCSA Stephen Sullins

The Nimitz-class aircraft carrier USS George Washington (CVN 73) began its mid-life journey into refueling complex overhaul (RCOH) at Newport News Shipyard about two years ago.

During George Washington's time in the shipyards, she will receive a massive overhaul and upgrade of her combat systems and other warfighting capabilities, an improvement of the ship's material condition, and a refuel of her reactors. For deck department Sailors, the mission is unique for them as they adapt to a shipyard environment.

"Normally when our ship is underway we would be in charge of the mooring and anchoring of the ship, replenishments-at-sea, and certain [watches], but here in RCOH, the ship isn't going anywhere, and we don't need to receive cargo, so our job is a little bit different," said Boatswain's Mate 3rd Class Jennifer Omanamarin, a Sailor assigned to the deck department aboard George Washington.

Part of the challenge Sailors face during RCOH is that they will have to learn and acquire a new set of skills to accomplish the ship's new mission of completing RCOH and returning to the fleet. With these challenges though, come unique opportunities.

"A lot of the skills we acquire underway don't translate to what we have to do in RCOH," said Omanamarin. "Here we mainly are responsible for the preservation of our spaces and the big thing we have done in RCOH is the reinstallation of the ship's anchor and chains, which you would never

get to see or be a part of unless you are in RCOH."

Each department contributes to the ship's mission in different ways, but every department is vital to George Washington's

"The biggest obstacle we have overcome during this RCOH period is definitely the reinstallation of the ship's anchors."

mission. RCOH comes with many leaps and setbacks for the ship during her time in the yards and every department will have obstacles that will have to be overcome.

"The biggest obstacle we have overcome during this RCOH period is definitely the reinstallation of the ship's anchors," said Chief Boatswain's Mate Myren Fripp, a leading chief petty officer in deck department aboard George Washington. "The biggest challenge for us was coordinating with the shipyard and working together to get the anchors put on in a timely manner. Making sure all of the

equipment needed for this evolution was up and running and making sure we had all of the right people in the right places at the right times definitely helped the process run smoothly."

With the reactors refueled, the four propellers reinstalled, a new mast landed, and anchors and chain returned, George Washington has now reached the 50 percent mark of refueling complex overhaul. In the coming months, the dry dock in which George Washington currently sits, will be flooded, marking another major milestone in the ship's life cycle, and one which will require the deck department's skills to help Newport News Shipbuilding with the transfer of George Washington from her current location.

"During the flooding of the dry dock, we will be manning up the ship's forecastle to provide emergency anchoring services, as well as capstan operators to assist Newport News Shipbuilding with mooring at our next docking location," said Lt. Joel Newberry, the assistant first lieutenant assigned to George Washington.

Although a lot of the heavy lifting has been completed on George Washington's overhaul, there are still many obstacles to overcome. As milestones are reached and accomplished through the next two years of George Washington's RCOH period, deck department Sailors will be at the ready to propel the ship and her crew past the finish line and ultimately back out to the fleet as the most advanced capital warship in the world.

Seattle Fleet Week 2019 Draws to Close

By Mass Communication Specialist 2nd Class Vaughan Dill, Navy Public Affairs Support Element Northwest



SEATTLE (NNS) -- The Arleigh Burke-class guided-missile destroyer USS Spruance (DDG 111) and Ticonderoga-class guided-missile cruiser USS Mobile Bay (CG-53) departed the Port of Seattle Aug. 2, officially ending Seattle Fleet Week.

Seattle Fleet Week is a time-honored celebration of the sea services and provides an opportunity for the citizens of Washington to meet Sailors and Coast Guardsmen, as well as witness firsthand the latest capabilities of today's maritime services, which took place from July 29 through August 2, 2019.

"We care a great deal about the communities in which we live and work, and do our best to support our shared environment. So, I want to thank the outstanding people of Washington State who continue to support their U.S. Navy," said Rear Adm. Scott Gray, commander, Navy Region Northwest. "It was great to see our Sailors out interacting in the community as well as allowing the community to see what the Navy has to offer and meet the men and women who perform our mission."

The annual event began with a parade of U.S. Navy, U.S. Coast Guard, a Royal Canadian Navy ship and a Seattle fireboat in Elliott Bay and featured Spruance and Mobile Bay, as well as Hamilton-class high endurance cutter USCGC Active (WMEC-618), the Kingston-class coastal defence vessel HMCS Edmonton and the Seattle fireboat Leschi.

"Since 1950, Seattle has used Fleet Week to celebrate those who proudly and courageously serve our country," said Seattle Mayor Jenny Durkan. "As one of the four west coast cities to host a Navy week, it is always, for me, kind of thrilling to see

those ships docked on the waterfront."

During the event, Sailors and Coast Guardsman conducted public ship tours of Spruance, Mobile Bay and Active at Pier 66, while Royal Canadian Navy Sailors hosted tours of Edmonton at Pier 69. In total, more than 6,158 visitors toured the warships.

"This is very special to me because I appreciate all the service men and women, and to be able to see a glimpse of their lives was amazing," said tour attendee Maryanne Joseph, a native of San Jose Calif. "It's just great that they put this on so that the public can see what they do, it's not very often a non-service member gets to see these ships up close.

Throughout the week, U.S. and Canadian service members engaged with Seattleites through multiple community outreach events, including ship tours, community service projects, environmental educational displays, hospital visits and performances from Navy Band Northwest and the U.S. Navy flight demonstration squadron, the Blue Angels.

"For some of us, this is our first time in the city of Seattle," said Damage Controlman 1st Class Shaun Clement, assigned to USS Mobile Bay. "This is just another way for us to give back to the community the best way we can."

Seattle Fleet Week also provided representatives from the Navy, Army, Air Force, Marine Corps, Coast Guard, Washington State National Guard, as well as federal and state emergency service agencies, with the opportunity to participate in a Defense Support of Civilian Authorities senior leadership seminar.

The seminar was based on several specific emergency response strategies,

including operational communications, public health and medical services, mass care services, situational assessment, critical transportation, public information and dissemination strategies, incident action planning, services and resources, mass search and rescue operations, and on-scene security and protection.

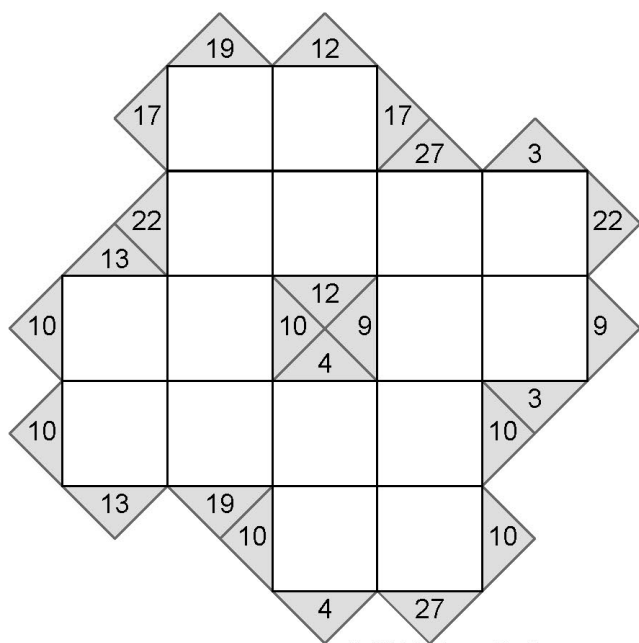
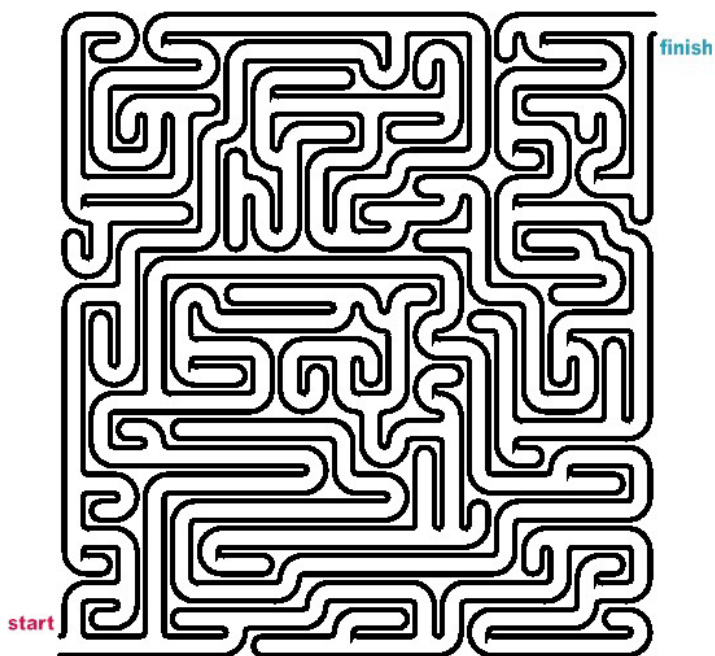
"It provides the opportunity to strengthen and build relationships, and we have to have relationships so we can find out who the allies are in combating a disaster response before we can actually start the response effort," said Rear Adm. Cedrick Pringle, Commander, Expeditionary Strike Group 3. "We need to figure out how we can improve our response times and how we can do better than we did the last time, to generate the results that are needed when we are there. If we don't get to a disaster in a timely manner then we are not necessarily making a difference."

Thousands gathered at Genesee Park and Lake Washington over the weekend with blankets, binoculars and cameras to check out the Boeing Air Show and Albert Lee Appliance Cup. With boat racing on the water, aerobatic performers in the sky, live music and delicious food on land, the Boeing Air show, featuring the U.S. Navy's premiere flight demonstration team, the Blue Angels, rocked the Seattle area with thunderous jet engines, high speed stunts, and precise, split-second maneuvers that serve as an example of the dedication and discipline associated with military service.

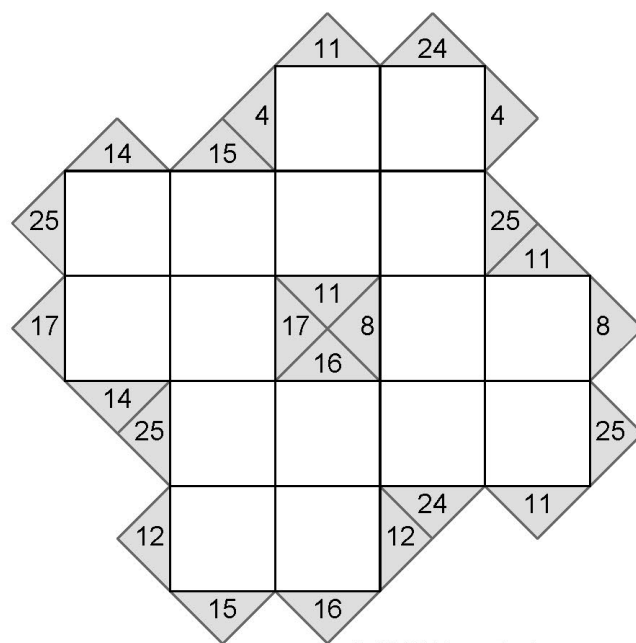
The Emerald City has hosted Seattle Fleet Week on its waterfront since 1950, celebrating the courageous men and women who serve our country.

GAMES CORNER

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2		9	3			5		4
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5	9			2	3			



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HAMPTON ROADS EVENTS

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
11	12 Marvel vs. DC Trivia Night 6 p.m. Yorktown	13 Liberty Tranquil Tuesdays 11 a.m. NAVSTA Norfolk	14 Free Movie Night NAVSTA Norfolk	15 Knockerball and BBQ 5 p.m. Yorktown	16 Dive-In Movie 7 p.m. Little Creek	17 Liberty Ocean Breeze Trip 11 a.m. Northwest
18	19 Minute To Win It 5 p.m. Northwest	20	21 Bowl-A-Rama 6 p.m. NAVSTA Norfolk	22 Sailor's Guide To Auto Skills 10 a.m. NAVSTA Norfolk	23	24 Liberty Busch Gardens Trip 10 a.m. Northwest

EVERY WEEK - FITNESS CLASSES

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

