



THE WASHINGTON SURVEYOR

OCT. 28, 2019



**THE HAUNTING OF GEORGE
WASHINGTON'S ESTATE
PG. 8**

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2019





THE WASHINGTON SURVEYOR

OCT. 28, 2019



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Executive Officer



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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



SN Benjamin Lau

HOMETOWN:

Mission, Texas

WHERE HE WORKS:

Deck Department

WHY HE JOINED:

He joined to serve his country and for the adventure

HOBBIES:

He enjoys rock climbing and backpacking

WHY THIS SAILOR WAS NOMINATED:

SN Lau is a maintenance person who completed more than 40 maintenance checks and 10 spot checks in deck department last quarter. As a tool issue supervisor, he was responsible for the daily tracking, issuing, and upkeep of 750 tools and materials to include pneumatic, electrical, and calibrated items used by all PM teams for RCOH production.

GW'S NEWEST WARRIORS



ABH1 Robert DiFrank

ABH2 Brandon Oliver

AN Brian Cruz

AN Danielle Fernandez

ASAA Dathan Clayton

AS2 Diana Hibbard

AT2 Jeffrey DeLeon

CSSN Dana Caldron

EMN2 Emily Hanson

EMN2 Jereil Eastwood

ET3 Bryan Genualdi

ET3 Robert Plummer

FCSN Nautica Robinson

HN Christopher Park

LS3 Titianna Johnson

MA3 Isaac Rife

MA3 Michael Robinson

MM2 Gregory Loss

MM3 Tyler Stroup



AN Isaiah Uitz

AT3 Eric Martinez

CS2 Jessica Bello

IC3 Alex Kacuron

ESWS

COORDINATORS

HMC KNESHA WIMBUSH

CSC JOE MAGRI

EAWS

COORDINATORS

AOC VOLARIO LOTT

CSC JOSE VALENCIA

EIWS

COORDINATORS

ITC XICA JOHNSON

CTT1 NICOLLETTE JEFFERY



Halloween Health and Safety Tips

S

Swords, knives, and similar costume accessories should be short, soft, and flexible.

A

Avoid trick-or-treating alone. Walk in groups or with a trusted adult.

F

Fasten reflective tape to costumes and bags to help drivers see you.

E

Examine all treats for choking hazards and tampering before eating them. Limit the amount of treats you eat.

H

Hold a flashlight while trick-or-treating to help you see and others see you. Always WALK and don't run from house to house.

A

Always test make-up in a small area first. Remove it before bedtime to prevent possible skin and eye irritation.

L

Look both ways before crossing the street. Use established crosswalks wherever possible.

L

Lower your risk for serious eye injury by not wearing decorative contact lenses.

O

Only walk on sidewalks whenever possible or on the far edge of the road facing traffic to stay safe.

W

Wear well-fitting masks, costumes, and shoes to avoid blocked vision, trips, and falls.

E

Eat only factory-wrapped treats. Avoid eating homemade treats made by strangers.

E

Enter homes only if you're with a trusted adult. Only visit well-lit houses. Don't stop at dark houses. Never accept rides from strangers.

N

Never walk near lit candles or luminaries. Be sure to wear flame-resistant costumes.

For more information about these tips, visit: www.cdc.gov/family/halloween
Office of Women's Health • 770-488-8190 (phone) • owh@cdc.gov (e-mail)

U. S. Department of Health and Human Services
Centers for Disease Control and Prevention



TOOLS OF THE TRADE

STORY AND PHOTOS BY MC3 MICHAEL BOTTS

For many Sailors aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73), using tools to do their job is a way of life. From the engineers getting dirty below decks accomplishing complex work and maintaining vital systems, to the Sailor performing routine fire bottle maintenance, without tools the overwhelming number of tasks remaining to get George Washington back to her old self would be impossible to complete.

Because of the importance of tools during George Washington's refueling complex overhaul (RCOH) shipyard period, the highly-skilled and detail-oriented Sailors assigned to tool issue take their responsibilities very seriously and strive to make sure every Sailor has exactly what

they need to accomplish RCOH work.

"Those of us here in tool issue are here to make sure every Sailor has what tools they need to complete any job they may have been tasked to do," said Seaman James Howell, a Sailor assigned to the tool issue division of the deck department aboard George Washington.

It is very important that Sailors have an efficient and expeditious way to acquire the tools needed for the wide variety of jobs that take place aboard George Washington every day. Every tool used and every job completed brings the ship and her crew that much closer to successfully crossing the RCOH finish line.

"We make it very simple for Sailors to check out tools from us," said Howell. "All

they need to do is bring a pen with them to sign the paperwork. During the day, there will always be someone from our division here to help out Sailors that need to check out a tool."

Equally as important as having tools readily available for all Sailors on the ship is ensuring that the tools are properly maintained and in working order. Safety is paramount aboard George Washington so it is essential to know that there is a team of skilled, dedicated Sailors ensuring that every tool issued out is maintained to the manufacturer's guidelines.

"We maintain all tools that the ship uses during the RCOH period," said Boatswain's Mate 2nd Class Maria Mendoza, the repair parts petty officer for tool issue division of



the deck department. "We perform all of the maintenance on the tools we issue out here in tool issue, following the manufacturer's guide list, to make sure all of the tools we issue out are working properly, so everyone stays safe doing their jobs."

Because having all tools in working condition and readily available for use is critical for the day-to-day operations of tool issue, accountability is vital to the division's success.

"We keep a complete and accurate inventory of all the items we have here," said Mendoza. "Certain items we lend out can only be checked out for specific time frames, but we also have disposable items for check out that Sailors do not have to bring back, such as sandpaper, grinding wheels, and other items like that. We do have a delinquency list for Sailors who forget to return their tools after their allotted time."

The delinquency list is generated to assist tool issue with ensuring that their accountability efforts and maintenance schedule are supported by their customers. Like many aspects of RCOH, the tool issue and use process is a team effort.

"The goal of this list isn't for trying to get someone in trouble for being late; it is just to ensure that we have a record of where all of our tools are and who has

them," said Mendoza. "If you are on the delinquency list for a tool you checked out, just bring the tool back to us. We understand everyone has work to do and it is easy to forget when items have to be returned. We are usually very lenient if you have a reasonable reason for returning the item late."

The Sailors who set up shop in tool issue pride themselves on their customer service. They strive to not only provide tools, but to ensure that the process is accommodating to all Sailors, and they work with other divisions and departments to ensure everyone works together to accomplish the ship's mission.

"Interacting with all the different Sailors from all the different departments on the ship and providing them awesome customer service is extremely rewarding to me," said Howell. "I enjoy knowing that the job I do every day really makes a difference for other Sailors on the ship."

They know that just like themselves, every Sailor has a job to do, and that every job requires different tools.

"If a Sailor comes to us with a tool they really need to complete a job, but we don't have it, we will make sure to order it for them," said Mendoza. "And then afterwards we will always make sure to order more of what they need, so that they will always

have the tools to complete their work that needs to get done."

With everyone being in different places while the ship is going through RCOH, not everyone is always aware of what other divisions can do to help out their fellow shipmates.

"If your department wanted to order your own tools, they are allowed to go through us," said Mendoza. "All they have to do is sign a form saying that they will take full custody of that tool and they will be able to keep that tool in their work center. The only thing is that all of the tools belong to RCOH, so before leaving RCOH the tool will have to be returned back to us."

The Sailors in tool issue have a high degree of job satisfaction and embrace the customer service they are able to provide each day. They know that tools are an essential aspect of job completion, and relish the fact that they can help all George Washington Sailors accomplish the shared RCOH mission.

"It feels really good and rewarding coming into work every day, seeing everything come together and knowing that all of us here working in tool issue are keeping the tools needed to get the ship out of RCOH well maintained and ready for use for whatever job somebody needs them for," said Mendoza.





THE HAUNTING OF GEORGE WA

STORY AND GRAPHIC BY MCSN CORY DAUT

It's time for Halloween, when ghouls and goblins creep from their crypts, and, for Sailors on the high seas, Davy Jones comes in search of souls for his crew.

It is no secret that creepy superstitions are abundant this time of year, especially for the Sailors aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73). Rumor has it that the estate of the ship's namesake at Mount Vernon is haunted.

George Washington's Mount Vernon Ladies' Association, the time-honored American patriots who are tasked with the protection and preservation of our first President's estate for more than 150 years, is well-versed in reports of supernatural occurrences at Mount Vernon. Over the years, the group has received reports of an

interpreter seeing a man disappear and a supervisor feeling an invisible force push her out of a room. Some say that George Washington himself haunts the estate, with stories of his ghostly presence dating as far back as the 19th century.

"In March of next year, I will have been on the Mount Vernon staff for 40 years," said Mary Thompson, a research historian for George Washington's Mount Vernon. "While I have never had personal experiences with ghosts, I began hearing stories of ghosts, apparitions, and strange events within weeks of starting to work here, even though there was an unwritten rule that we were not to talk about such things. Over the years, I have asked other staff members to share any experiences with me."

One report states that in the yellow room of the Mount Vernon estate in 2006, a supervisor from the historical interpretation department had multiple encounters with what she believed to be a ghost.

After making sure all of the visitors were out, she walked near the yellow room and Washington's bedroom. She felt someone's hands on the back of her shoulders, pushing her. This happened a few more times on her nightly rounds, but only if she was in the estate alone.

Shortly after these unexplainable instances of an unknown force pushing against her, the supervisor choose to never walk her nightly rounds all by her lonesome ever again. This supervisor is certainly not the only one to have felt the presence of the





WASHINGTON'S ESTATE

supernatural at Mount Vernon, however.

"A number of my co-workers have had these experiences, as have visitors to the estate, who came here before we put some of the stories on the website," said Thompson. "They wouldn't have known before they came here that there was a history of ghost stories."

Another superstition, dating around spring or summer of 1980, tells of an interpreter seeing a figure disappear right in front of her in the main hallway of the estate.

The interpreter heard some noises in a blocked off room, so she went to investigate. After arriving at the room, planning to remove any unauthorized visitors, the interpreter was given a glimpse of something unexpected and unexplainable. Standing in front of her was an old man dressed in 19th-century

clothing and sporting a mustache. Before her mind could make sense of what she just witnessed, the old man vanished from sight.

Later in the day, she saw a portrait of the same person, but that person had been dead for 50 years.

"While one of them claimed to be psychic, which might lead some people to distrust her motives for telling the stories, others were the last people in the world whom you might have expected to pass along such tales unless they had experienced them," said Thompson.

Examples of further encounters with the spiritual and supernatural abound.

In 1890, a guest told stories of odd sounds and sputtering candles while sleeping in the room where George Washington passed.

One visitor informed staff they had seen George Washington himself. A few

other visitors, who slept in the room where George Washington died, claim they were kept awake by routine visits to the chamber by George Washington's spirit.

Sailors aboard George Washington have enjoyed a strong connection with their namesake for the better part of three decades. With Halloween on the horizon, these Sailors may be wondering if the spirit of George Washington, long rumored to make the rounds at Mount Vernon, might make a ghostly appearance on this ship soon.

For more information about the ghost stories at George Washington's estate, Sailors can visit <https://www.mountvernon.org/preservation/mount-vernon-ladies-association/mount-vernon-through-time/ghost-stories/>.





ZOM V HUM FITN CHALL



BIES S ANS V ESS LENGE





| STORY AND PHOTOS BY MC3 TATYANA FREEMAN

A person in a dark jacket is visible in the background of a warehouse or industrial setting. In the foreground, there is a large, white, curved object, possibly a container or part of a machine. The background shows a high ceiling with a grid of lights and structural elements.

**THANK YOU
FOR YOUR
“SERF”ICE**



Sailors assigned to the Nimitz-class aircraft carrier USS George Washington (CVN 73) work in many different areas other than the ship. The floating accommodation facility (FAF), the “Bank Building,” Huntington Hall, and warehouses in Newport News and Suffolk all have George Washington Sailors working in them day-in and day-out. One such location, onboard Norfolk Naval Shipyard in Portsmouth, is the support equipment rework facility (SERF).

“We take any equipment that deals with support equipment such as tow tractors, tow bars, and chains,” said Aviation Support Equipment Technician 3rd Class Jason Farmer, a Sailor assigned to George Washington’s aircraft intermediate

maintenance department (AIMD). “Basically anything you would find on a flight deck to pull aircraft around, we rework.”

While undergoing refueling complex overhaul (RCOH), George Washington’s flight deck is cluttered with trailers and construction equipment. The equipment usually found on the flight deck is still maintained to standard, however, and SERF is a key factor in ensuring that happens.

“We break [support equipment] down, we have it painted, we prime it, and reassemble it,” said Farmer.

Support equipment that SERF works on includes crash dollies, tie-down chains, hooks, chain boxes, and much more. Sailors from the George Washington,

USS Kearsarge (LHD 3), and USS George H. W. Bush (CVN 77) all work at the SERF warehouse in Portsmouth to repair aircraft support equipment.

“There are 23 [George Washington] Sailors that work in Portsmouth at SERF,” said Aviation Support Equipment Technician 2nd Class Kyle Teague, the production leading petty officer of AIMD’s IM4 division. “Two rates work here: aviation structural mechanics (AS) and aviation maintenance administrationmen (AZ).”

SERF is one part of AIMD, and one that is unique to ships in industrial and shipyard environments. The facility affords Sailors the opportunity to work on equipment that they would not be able to work on during





yard periods.

"Much of our work is completely breaking down support equipment and rebuilding it, instead of maintaining and keeping everything ready for issue," said Teague. "This is a period that allows us to perform substantial corrosion control and major overhaul actions."

In conjunction with other maintenance and rehabilitation centers in the Hampton Roads area, such as the light industrial facility (LIFAC), SERF provides a venue for a wide swath of ship-centered work.

"SERF's priority is support equipment, including armament weapons support equipment," said Teague. "SERF supports RCOH by preparing our aviation support

equipment for operational use once the ship leaves Newport News. We will support all air operations from the time we go through carrier qualifications and beyond."

The Sailors at SERF are motivated by the fact that the work they put in for George Washington's current RCOH period will carry the ship for the next 25 years of her service life. The chance to see the equipment they work on at SERF operating smoothly when George Washington goes back to sea is an exhilarating thought for many of them.

"If given the chance, I'm excited to see a little more of the world and actually use the equipment we're reworking," said Farmer. "Not just reworking it, packing it up, and sending it off for other people to use. I want

to be given the opportunity to actually use the equipment we rework here."






Thanks to the hard work of the AIMD Sailors at SERF, George Washington is one step closer to completing RCOH and once again launching and recovering aircraft as the Navy's premier and always ready aircraft carrier.

"Our main goal is to work as a team," said Farmer. "The quicker we work, the more efficient we work, the faster we can get back in the fight and get George Washington back out to sea."



New PFB Treatments

PERMANENT NO-SHAVE WAIVERS ARE UNAUTHORIZED

-  Pseudofolliculitis Barbae (PFB or razor bumps) is a common hair disorder characterized by a body inflammatory reaction that is caused by ingrown hairs, usually in the face and beard areas removal of the hair. It results from entry and penetration of the skin by the tip of the growing curve.
-  Sailors now have two options for treatment for PFB; Laser Hair Reduction or Medical Treatment with Shaving Modifications.
-  Sailors who were previously issued a "permanent no-shave waiver" must undergo reevaluation six months of the publication date of the revised BUPERSINST 1000.22 (unless sailor is deployed and treatment is unavailable).
-  The health care provider will counsel the Sailor on the potential adverse effects of the selected treatment regimen.
-  PFB is not considered a physical disability but could be a disqualifying factor for continued naval service, potentially resulting in administrative separation.

EVALUATE

**GET EVALUATED
BY YOUR PCM
& CHOOSE
TREATMENT
OPTIONS**

DECIDE

**MEDICAL TREATMENT
WITH SHAVING
MODIFICATIONS**



**LASER HAIR
REDUCTION**



**PRESCRIPTION
AND TEMPORARY
UP TO 60 DAYS**

This is being done for the SAFETY and WELL BEING of our Sailors as a result of TWO studies by the Naval Safety Center.



foreign
, after
shaved hair.

with

within
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treatment

il

TREATMENT

MEMBER REFERRED
TO MILITARY
DERMATOLOGIST



TEMP. WAIVER GRANTED
UNTIL 1 DAY BEFORE
TREATMENT



ION PROVIDED
WAIVER OF
DAYS



MEMBER SHAVING IS
RESUMED AFTER 60 DAYS

TREATMENT
COMPLETE/
SHAVING
RESUMED

NATO Allied Nations Complete Dynamic Mariner 2019

By Mass Communication Specialist 2nd Class Cameron Stoner, Standing NATO Maritime Group One Public Affairs

ATLANTIC OCEAN (NNS) -- Eighteen Allied nations participated in the NATO Maritime Command's exercise Dynamic Mariner 2019 off the coast of Spain Oct. 8-18.

The exercise brought together 32 surface ships, two submarines and 18 aircraft, enabling participants to train together across all maritime warfare areas.

While NATO Maritime Command sponsored and evaluated the exercise, the Spanish Maritime Force Commander exercised operational control of all forces, acting as the Maritime Component Commander in a simulated NATO Response Force (NRF) operation.

"Dynamic Mariner was a tremendous effort for not only our staff, but also a huge effort for all of the ships involved," said Spanish navy Vice Adm. Antonio Lacave, commander, Spanish Maritime Forces.

The exercise enabled Allied forces, including Standing NATO Maritime Group One (SNMG1) and Standing NATO Maritime Group Two (SNMG2), to demonstrate their flexibility and capability to quickly integrate with each other and with various national forces in a complex Task Force operation that included amphibious operations, air defense, mine countermeasures operations, cyber defense, as well as surface and anti-submarine warfare.

"The strength of NATO is our ability to come together when needed, using common operating procedures and systems, and working as a composite force," said Canadian Navy Commodore Josée Kurtz, commander, SNMG2. "This is a powerful skill, and like all skills, it's necessary to practice it. NATO exercises like Dynamic Mariner offer the opportunity to do just that, and to hone our procedures further, which is extremely valuable for all of us, but especially for all of our junior sailors. It is impressive to integrate within a large multi-national force for the first time, and getting to see the procedures that you've been taught get put into practice, all while working with ships from different navies and backgrounds. It's truly inspiring."

Dynamic Mariner was split into two



phases, the first phase of the exercise focused on anti-air, anti-surface and anti-submarine warfare exercises which were planned and scheduled to test the readiness of ships and sailors as they integrated into a larger task force. Following the completion of phase one, participants transited the Strait of Gibraltar and began a phase where forces split into 'friendly' and 'hostile' forces and simulated a realistic 'free play' scenario which escalated into a NATO Article 5 operation where Allied forces act in collective defense of one of the nations. NATO's Article 5 represents its fundamental role as a defensive alliance states that 'an attack on one is an attack on all'.

"With 18 Allied nations operating together, the commonality of NATO procedures was essential to enable us to immediately begin operating together safely and effectively," said U.S. Navy Rear Adm. Edward Cashman, commander, SNMG1. "Exercising command and control of a large force in multiple warfare areas is a complex task and must be practiced periodically," he continued. "Bringing forces from so many nations together so quickly demonstrates the inherent flexibility and interoperability of maritime forces. The ability to move from interoperability to full integration requires more than standard equipment and procedures; it requires practicing the person to person

communications to make information and direction flow smoothly up, down, and across the force. Dynamic Mariner was an exceptional opportunity for doing this and the Spanish Maritime Force did an excellent job in coordinating the actions of all participating nations to ensure we are all ready when called upon."

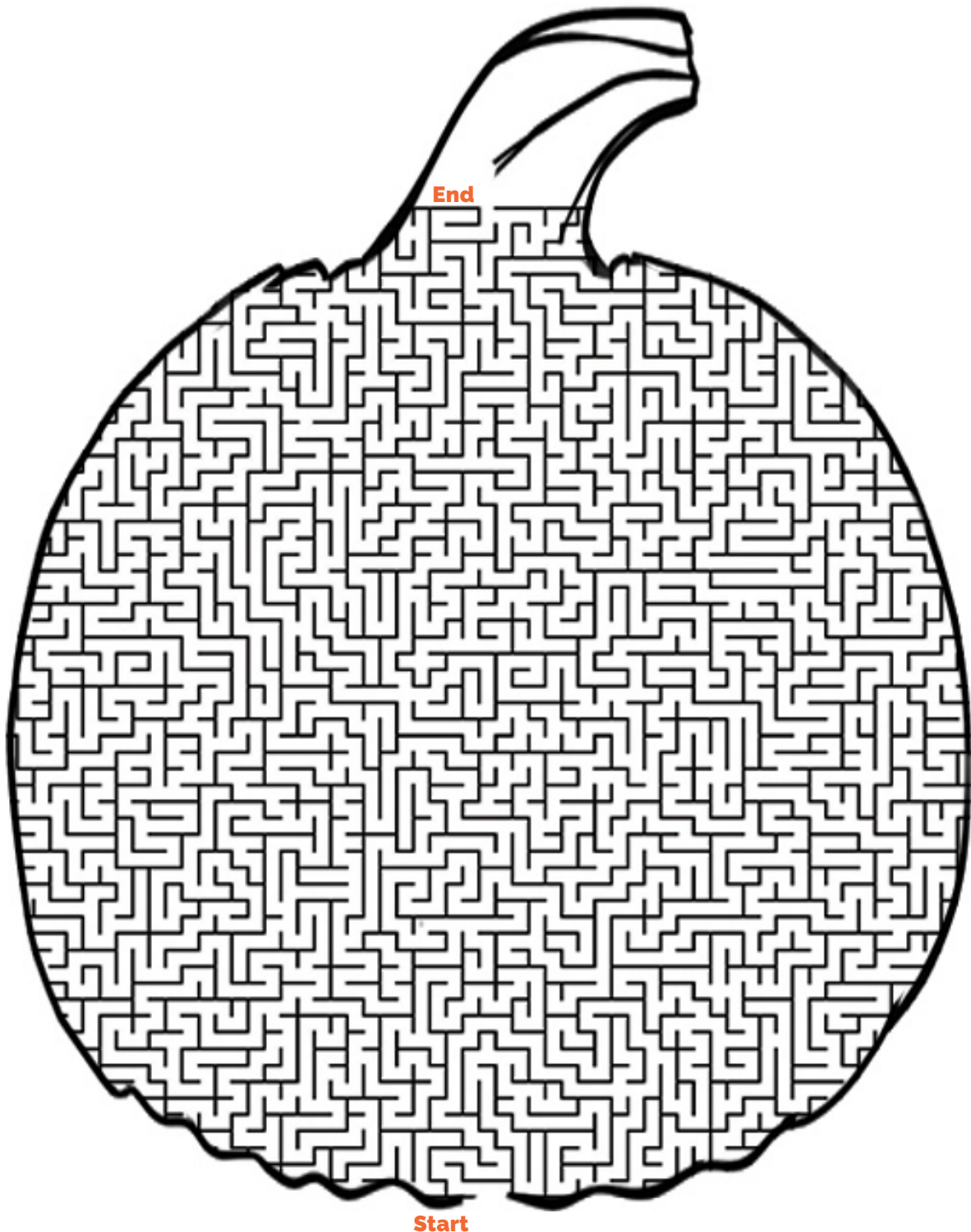
NATO's Dynamic Mariner/Flotex 19 (DYMR/FL19) tested the NATO Response Force Maritime Component Commander and enhanced the flexibility and interoperability of Allied nations. DYMR/FL19 involved ships, submarines, aircraft and personnel from eighteen Allied nations operating together off the coast of Spain.

Allied nations which participated in the exercise were Albania, Bulgaria, Belgium, Canada, Denmark, France, Germany, Greece, Italy, Netherlands, Norway, Poland, Portugal, Romania, Spain, Turkey, United Kingdom and the United States.

SNMG1 is one of four standing maritime task groups composed of ships from various Allied countries. These task groups form the core maritime capabilities of NATO's Very High Readiness Joint Task Force (VJTF). They provide a continuous maritime capability to execute NATO missions across the spectrum of operations, demonstrate solidarity, and strengthen professional links among Allied naval forces.



GAMES CORNER



HAMPTON ROADS EVENTS



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
27	28	29	30	31	1	2
	Monday Night Football	Pumpkin Carving	Halloween Cookie Decorating Class	Scary Movie Marathon		Liberty Bowling 101
	Monday Nights NAVSTA Norfolk	4:00 p.m. NNSY	4:00 p.m. NNSY	9:00 a.m. Yorktown		12:00 p.m. Little Creek
3	4	5	6	7	8	9
	Liberty Football Trivia Drop-In	National Donut Day	Commissary Cooking Connection: Healthy Eats	Trivia Night	Pub and Paint Holiday Signs	Admirals Hockey Trip
	All Day Yorktown	11:00 a.m. NNSY	5:00 p.m. NNSY	5:00 p.m. NNSY	6:00 p.m. Little Creek	7:00 p.m. Little Creek

EVERY WEEK - FITNESS CLASSES

M

Strength Training
Huntington Hall
5, 6, 7:30 a.m.

Functional Fitness
Huntington Hall
3:00 p.m.

T

Core Training
Huntington Hall
5, 6, 7:30 a.m.

Functional Fitness
Huntington Hall
3:00 p.m.

W

Strength Training
Huntington Hall
5, 6, 7:30 a.m.

Functional Fitness
Huntington Hall
3:00 p.m.

T

Cardio Kickboxing
Huntington Hall
5, 6, 7:30 a.m.

F

HIIT/Core
Huntington Hall
5, 6, 7:30 a.m.

