



# THE WASHINGTON SURVEYOR

DEC. 19, 2019

# 2019

# YEAR

# IN

# REVIEW



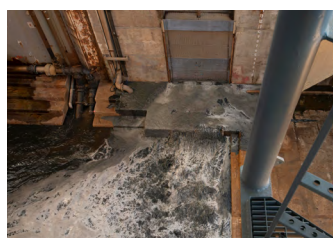
# 2019

## YEAR IN REVIEW



**4**

**Mast-Stepping**



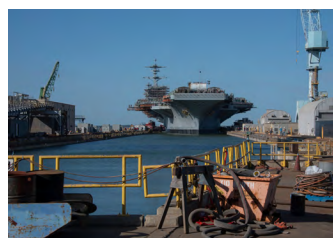
**12**

**Flooding the Drydock**



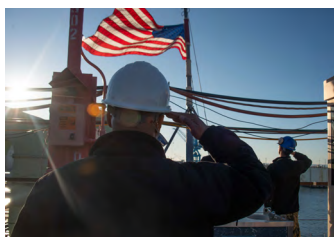
**8**

**Anchor Chain**



**16**

**Year-in-Review**



**20**

**2019 by the Numbers**



# THE WASHINGTON SURVEYOR

DEC. 19, 2019

## USS George Washington (CVN 73)

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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.

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MARCH





# MAST-STEPPING CEREMONY:

## COMMEMORATING ANCIENT NAVAL TRADITIONS

STORY AND PHOTO BY MC3 MICHAEL BOTTS

In keeping with ancient naval tradition, the Nimitz-class aircraft carrier USS George Washington (CVN 73) conducted a mast-stepping ceremony March 15, this version of tradition marking a significant milestone in George Washington's refueling complex overhaul (RCOH).

About 100 Sailors, Huntington Ingalls Industries (HII) employees, and Supervisor of Shipbuilding (SUPSHIP) Sailors and employees attended the ceremony on the flight deck, located directly below the newly installed mast.

According to a blog post titled Mast Stepping: A Mariner's Tradition, mast-stepping is an ancient Greek and Roman practice of putting coins at the base of a mast of a ship under construction and has continued throughout history. It is believed that due to the dangers of early sea travel, the coins were placed under the mast so the crew would be able to cross into the afterlife if the ship were sunk. The Romans believed it was necessary for a person to take coins with them to pay Charon, who in Greek mythology is the ferryman of Hades, the god of the dead and the king of the Underworld, in order to cross the river Styx, a deity and a river that forms the boundary between Earth and the Underworld, to the afterlife.

Another theory for the origination

of mast-stepping ceremonies is that the insertion of coins in ships may have functioned as a form of sacrifice, thanking the gods for a successful construction, or a request for divine protection in the future.

"Mast-stepping is a way to link the past with the future," said Capt. Glenn Jamison, commanding officer of George Washington. "It is a way to honor the heritage of this ship and our namesake. George Washington once said that 'without a decisive naval force we can do nothing definitive, and with it, everything honorable and glorious.' Now, with this new mast signifying the progress our team has made this far into RCOH, USS George Washington is ready to carry on the mantle of representing the Navy as only Gen. George Washington could have imagined it."

Photographs, a crew roster, several coins, a piece of the old mast and other items significant to the history of the ship and its crew were placed in a time capsule attached to a metal plate, made by George Washington's aircraft intermediate maintenance department, and will later be welded under the ship's new main mast.

George Washington arrived at Newport News Shipbuilding in August 2017 to begin its RCOH process.

"I am proud to be here today to represent the more than 3,500

shipbuilders who are working to restore USS George Washington for another 25 years of service," said Chris Miner, Newport News Shipbuilding's vice president of in-service aircraft carrier programs. "The mast-stepping is a proud moment for the shipbuilders and the Sailors. It is a celebration of years of innovation, perseverance, and dedicated teamwork by many people, here at the shipyard and in the Navy. We recognize that our success is critical to the readiness of the Navy fleet. Today's ceremony celebrates an important milestone for the team and the ship."

This mast-stepping ceremony marks a significant milestone of the RCOH process for George Washington. George Washington is on track for delivery in 2021, and once completed, will rejoin the fleet for another 25 years of service.

"When George Washington leaves our shipyard, she will carry with her our mementos and our hearts," said Miner. "USS George Washington is a great national asset that, thanks to all of your hard work, will continue to serve our country as a symbol of America's strength, pride, and diplomacy anywhere she is needed, and no matter where she is needed we all, every one of us, will be with her in spirit, always."





SNAPSHOTS OF  
**2019**  
FROM GW MEDIA DEPARTMENT











MAY

# REACHING NEW MILESTONES

## GW GETS HER ANCHORS BACK

STORY BY MC3 MICHAEL BOTTS, PHOTOS BY 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 a new milestone during her refueling complex overhaul (RCOH) yard period.

Since the removal of George Washington's anchor chain's in October 2017, deck department Sailors have been working tirelessly 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, from Pleasant Hill, Iowa, and the desk supervisor for deck department aboard George Washington. "We had to make sure everything is operational, and some of our equipment aren'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. When the bitter end of the chain, or the attaching link, reached the forecastle, it was hoisted around the wildcat and lead into the chain locker where it was attached to the bulkhead.

For many of the Sailors in deck department, this was the first time they were doing the jobs 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.”

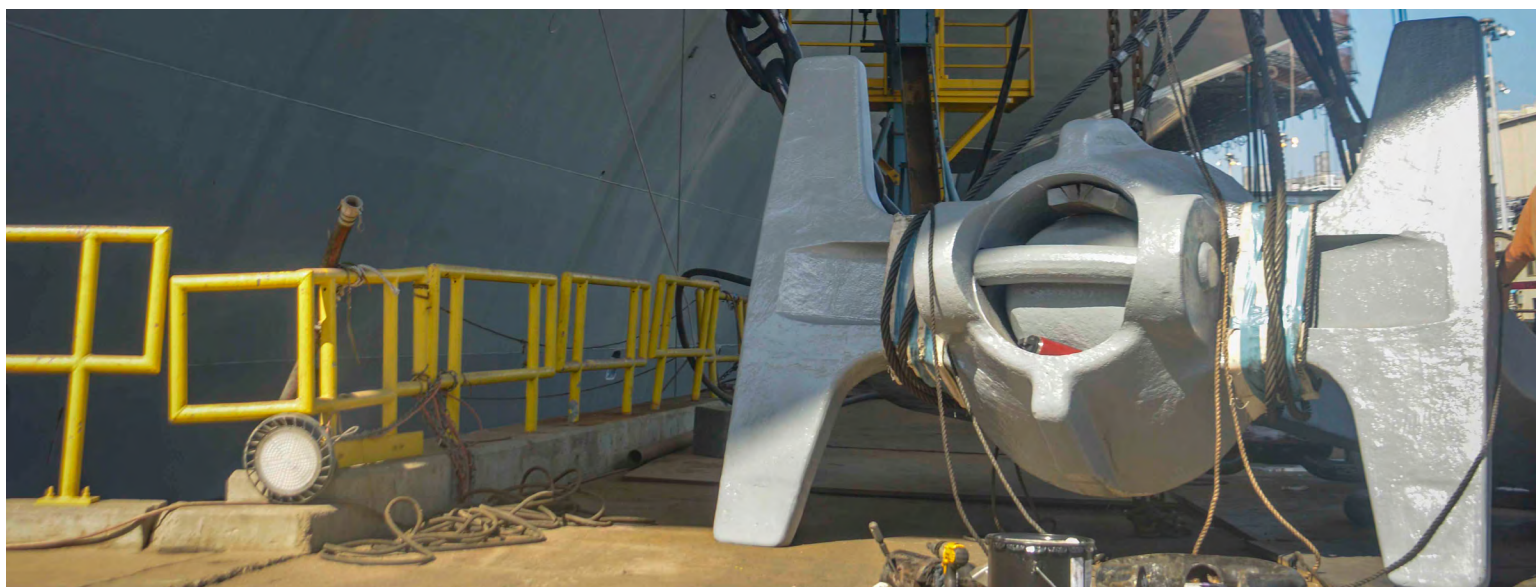
Along with raising the morale of Sailors assigned to the deck department, bringing the anchor chain back aboard the ship also was a major help in getting deck department Sailors

the qualifications they will need when the ship gets back out into the fleet.

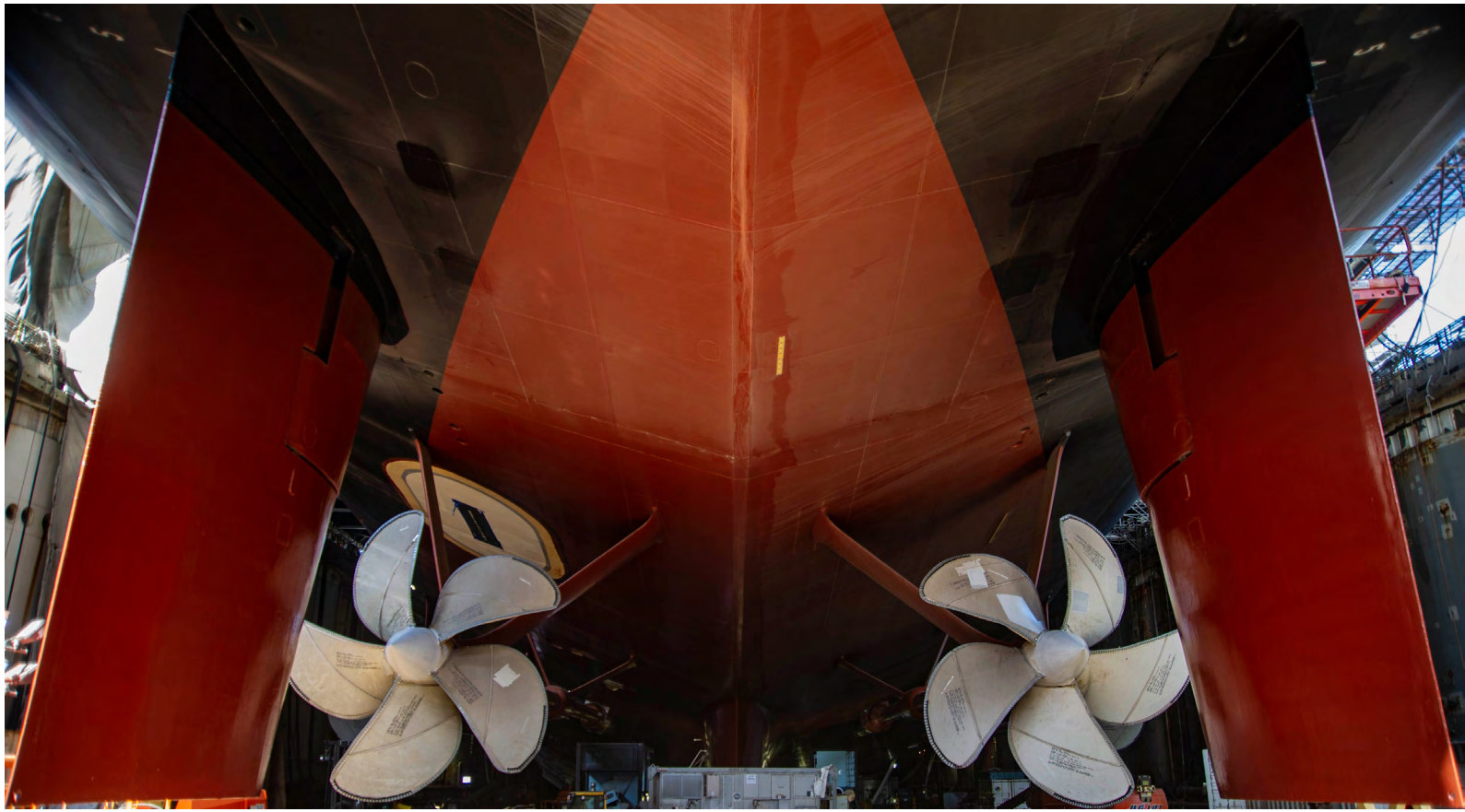
“As a department we were hurting for our in-rate qualifications that actually require hands-on training, most of which isn’t possible to get here in the shipyards,” said Senior Chief Boatswain’s Mate Yucarlton Felton, from Cordele, Georgia, and the department leading chief petty officer for deck department 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.”

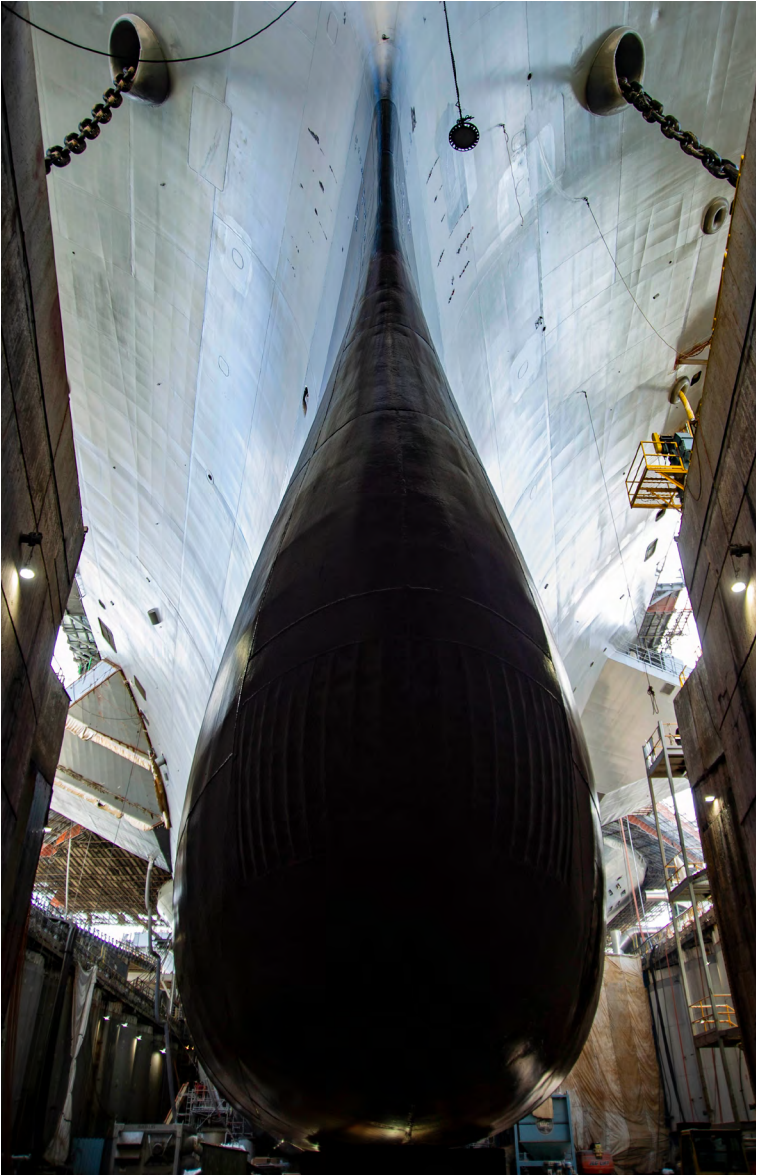
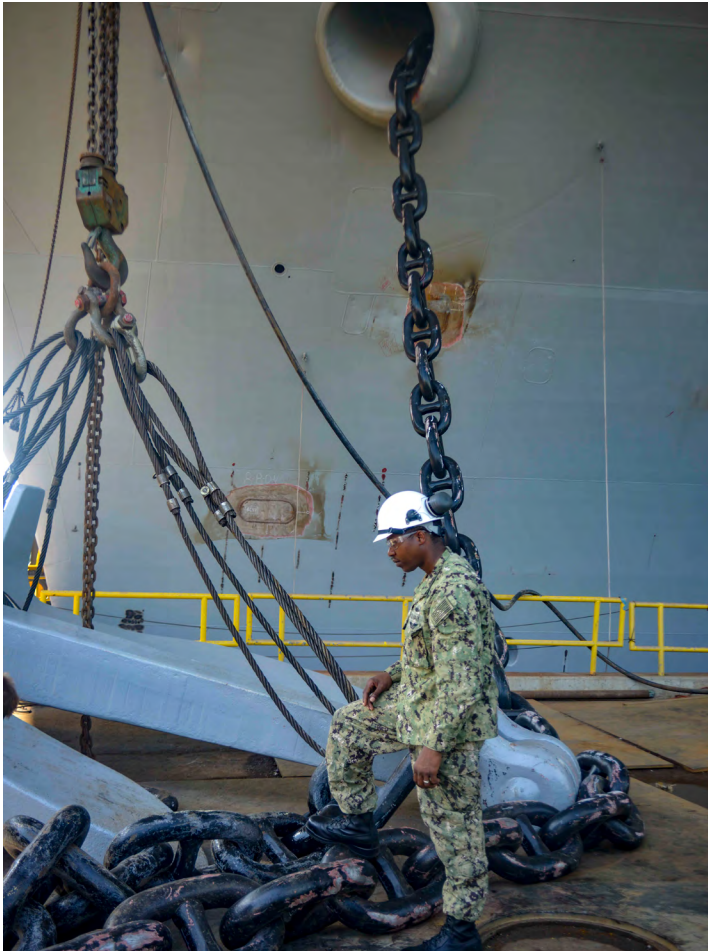
George Washington has many milestones to hit during her RCOH and reattaching her anchor chain gets her one step closer to the goal completing her overhaul and getting back out into the fleet.















# HIGH TIDE FOR CVN 73: GW IS BACK IN THE WATER

STORY BY MC2 MARLAN SAWYER, PHOTOS BY MCSN CORY DAUT

For more than two years, the Nimitz-class aircraft carrier USS George Washington (CVN 73) has been sitting on blocks in dry dock 11 at Huntington Ingalls Newport News Shipbuilding shipyards while completing the first half of its refueling complex overhaul (RCOH) period. Starting on Sept. 23, all involved with George Washington's RCOH project took the next step towards a final completion date by flooding the dry dock and undocking the ship to moor to a nearby waterside pier.

"That feeling of seeing the

water rush into the dry dock was exhilarating," said assistant damage control assistant, Chief Warrant Officer 2 Tony Chambers. "This evolution has been truly rewarding and makes us feel that true sense of accomplishment. Our ship has been sitting on top of blocks in the dry dock for the past 25 months. This event is what we have been striving to achieve for the past two years. With water under the ship now, a lot more Sailors should be able to start working more within their rates."

For Sailors in the damage control division of engineering department,

their work has continued in earnest. It is their responsibility to ensure that all the essential damage control (DC) components on the ship are operating efficiently.

"We must check the integrity of all of the tanks and taking all of our soundings," said Damage Controlman 2nd Class Shane Koschik. "A sounding is basically a general measurement of every single list control tank or void within the ship to ensure that we are actually holding water in all of our tanks. The integrity of the tanks will be tested when we increase the water



level inside of the dry dock to roughly 32 feet, which will cause George Washington to float. There can't be any punctures or leaks in any of the tanks or else the ship will take in additional outside water."

In the many months leading up to this momentous week, DC division has spent countless man-hours working to overcome a myriad of obstacles in preparation for this moment.

"There have been some periodic watertight integrity issues with our list control tanks," said Chambers. "These tanks must be able to hold water in order for the tanks to operate efficiently. The tanks help us manage the list of the ship while we are afloat."

Because of their efforts, these obstacles have been corrected and the ship is ready to float on the water. However, DC division was not the only division responsible for making this week possible.

Chambers also said that electrical division was able to successfully install refurbished automatic bus transfer units enabling power throughout the ship.

Despite any issues or troubleshooting over countless days and nights, Chambers said he credits his Sailors, whose technical expertise made accomplishing the mission of dry dock flooding a reality. Whether it was ensuring 100 percent watertight integrity of the ship or overcoming difficulties with seawater pumps to bring air conditioning plants online to keep equipment and Sailors aboard cool, engineering department Sailors, and especially those in the DC division, were instrumental in accomplishing this RCOH feat.

"It's always good to see the fruits of your labor come to fruition," said Chambers. "The credit really should go to all of the Sailors on the deck plates turning the wrenches and cycling the valves. We really have a great group of Sailors in my division and in engineering department as a whole. They have put in a lot of blood, sweat, and tears to reach this important milestone."

Machinist Mate 2nd Class Joshua Barker, who is a duty fire marshal

aboard George Washington, said the process of preparing for dry dock flooding is a longer process than some Sailors may realize. It really is an all-hands effort.

"This is my second time being part of flooding a dry dock," said Koschik. "It's definitely a unique experience like no other. My previous command was also a [sea going command] so I'm excited to get the ship back out to sea."

Chambers said despite all the focus on equipment and shipboard hull integrity, one of the most important aspects of the flooding evolution is safety.

"We have to ensure that all Sailors are safe, especially those that work on the lower decks," said Chambers.

It has been about 25 months and now George Washington's hull is once again on the water. This moment brings the ship closer to the day when it leaves Newport News and returns to the Fleet ready, able, and willing to serve the country.













# HALFWAY THERE:

## 2019 GW YEAR IN REVIEW

STORY BY MC3 ADAM FERRERO, PHOTO BY MC2 TREY HUTCHESON

2019 has been a year of great transformation for the Spirit of Freedom. The crew of the Nimitz-class aircraft carrier USS George Washington (CVN 73) has seen a number of significant moments come and go over the past 12 months, including introducing a new NWU Type III command patch and a new commanding officer, Capt. Kenneth A. Strong. With George Washington having now officially crossed its halfway point in refueling complex overhaul (RCOH), however, it may come as no surprise that many of these milestones involve the progress of the ship itself.

One major success for George Washington and all involved in her RCOH project was the reattachment of the ship's mast, during a "Mast-Stepping Ceremony" conducted March 15.

"I had the pleasure of being the mast-stepping coordinator," said Lt. Cmdr. Roger Eyrolles, George Washington's combat systems maintenance officer. "That was a four-month project for me that I had to set up with the shipyard. I coordinated the event on the flight deck, right in front of the island. We invited many [very important people] from Newport News Shipbuilding, including the vice president, as well as many civilians who have helped us here."

During the ceremony, items significant to the history of the ship and its crew were placed in a time capsule attached to a metal plate made by George Washington Sailors of the Light Industrial Facility (LIFAC). The time capsule was welded inside the new mast of the ship. Many theories exist about how mast-stepping ceremonies originated, one being that insertion of coins under the ship's mast may have functioned as a form of sacrifice, thanking the gods for successful construction, or a request for divine

protection in the future. Once welded, the capsule and mast will remain in place, watching over the ship for decades until her decommissioning.

"The mast stepping is historic, and something every carrier does," said Eyrolles. "When the radar tower was brought back, it was a very big symbol. Although we were many, many months away from being combat-ready, bringing back the aft radar tower is symbolic that we're ready to install all of our systems that had been previously removed two years ago."

Reinstalling systems across the ship will be an essential step on the road to working aboard full-time.

"The next big thing we're working on right now is 'fleeing the [Floating Accommodation Facility],' getting off the FAF and back onto the ship," said Eyrolles. "I think as soon as we do, the ship is going to really start coming to life. We're trying to get all our computer networks installed on the ship, which is still ongoing."

Combat systems department's automated data processing division (CS3) worked hard throughout 2019 to bring the ship and her crew closer to a return to the fleet, doing their part to support fleeing the FAF by completing 22% of the Consolidated Afloat Networks and Enterprise Services (CANES) installation. CS3 Sailors ran over 1,400 data lines, installed 160 network drops, and completed 86% of foundations for the CANES equipment on-load. CS3 coordinated and orchestrated a CANES lab to provision and image 775 desktop workstations and 241 laptops, and configured 213 printers in preparation for CANES light-off.

On May 22, Sailors assigned to George Washington's deck department and shipyard workers from Newport News Shipbuilding (NNS)

accomplished another significant RCOH milestone by reattaching George Washington's anchor chains, with the anchors installed in September.

"One of our big obstacles was the amount of qualified and experienced personnel we had in the department at that time," said Chief Boatswain's Mate Myren Fripp, the leading chief petty officer of George Washington's deck department. "We have numerous Sailors in the department that have never seen an anchor evolution. Training and practicing weeks in advance to get our Sailors ready was vital in the anchor on-load success."

George Washington's deck department junior Sailors overcame their initial inexperience, working with their seasoned shipmates to undergo the proper training, which led to them successfully complete the task at hand.

"I was honored and privileged to be a part of that great milestone for George Washington," said Fripp. "Many Sailors will not get an opportunity to see the ship's anchors that close throughout their careers."

One of George Washington's most recent milestones was the flooding of the dry dock and subsequent movement of the ship to an outfit berthing, marking the ship's first return to the water since it arrived at NNS in 2017.

"It feels very good to have the warship back in the water," said Senior Chief Machinist's Mate Glen Stewart, auxiliary division's leading chief petty officer. "Engineering and reactor were two of the primary departments involved in getting out of the dry dock and back onto the water. Our Sailors encountered many hurdles along the way, but they did an excellent job overcoming them."

Preparing an aircraft carrier for its return to water is no small feat, but George Washington's engineering and



reactor department Sailors proved more than capable when called upon.

“Across the board in engineering, our Sailors were getting a ton of growth work from the shipyard and ship’s force across the whole ship that needed to be completed with a very quick turnaround, from valve rebuilds and pipe welds to installing pumps that were rebuilt that had failed and needed troubleshooting,” said Stewart. “We were bringing water on into voids and tanks that workers hadn’t completed satisfactorily. The damage control division went in and fixed it.”

In between some of the more readily apparent changes to the ship, George Washington’s Sailors have been working to turn over their spaces too.

There are three things involved in turning a space over and getting it completed, what we call ‘triple play,’” said Lt. Cameron Mitchell, George Washington’s assistant combat direction center officer and space closeout coordinator. “Ship’s force has a responsibility for ship’s force work, and then there is work for [Customer Contracted Teams] and NNS, which fall under the shipyard. For us, ship’s force has to go through and make sure all of the jobs are complete, whether it’s paint, decking, or any other ship’s force internal work.”

Over the past year, George Washington closed out 368 spaces and groomed 46, showing a clear increase in output along the way.

“The pressure is on,” said Mitchell. “We’re meeting key events and milestones now. When we first started there was a ton of work to be done, but now we’re on the back end of trying to get everything turned over and closed out. We started out a little slow in the beginning of the year, but as we’ve progressed throughout and to the end of the year, we’ve sped up a lot.”

As the calendar turns to 2020, those involved in the space closeout business can look back to a very successful 2019. Every space closed out and turned back over to ship’s force is one space closer to 2020’s major milestone of crew move aboard (CMA).

“This is my first carrier, but it’s not my first maintenance period. There was a whole lot of work to be done,” said Mitchell. “The ship was basically gutted, and if you walk around and look at spaces, you can see there’s a lot of work being done on them to try and bring the ship back to life. Motivation is key, and our focus right now is trying to get the crew moved back onboard, but if we continue to push like we’ve been doing to complete production and get these spaces closed out, I think we’ll meet that milestone.”

In addition to taking ownership of spaces across the ship, George Washington Sailors have also spent thousands of hours conducting preventive and corrective maintenance to a wide array of equipment across the command.

According to Master Chief Machinery Repairman Henry Freeman, George Washington’s maintenance material management coordinator (3MC), the following maintenance was completed aboard George Washington in 2019:

#### MAINTENANCE COMPLETED:

- 2019 Total Completed Checks: 32,620
- Portable CO<sub>2</sub> / Potassium Bicarbonate (PKP) Fire Fighting Equipment: 6,413
- Damage Control Items / Safety / Damage Control Petty Officer: 7,954
- Space Inspections Completed : 1,951
- Other Checks Completed: 16,302

#### SPOT CHECKS:

- Total Spot Checks Completed: 4,562
- Historical Spot Checks: 1,337
- Self-Monitored Checks: 1,982
- 3M Training Team Spot Checks: 1,243

According to Eyrolles, combat systems department’s radio communication division (CS1) maintained a 98 percent reliability of non-classified Internet Protocol Router Network for all incoming and outgoing e-mail, while processing an average of 176 messages daily. During 2019, CS1 received 64,240 messages and transmitted 1,503.

Additionally, the network security division (CS2) oversaw completion of

6,600 hours of information assurance and cybersecurity awareness training throughout 2019. CS2 continuously promoted a command-wide cybersecurity culture, centered on the ability to recognize and resist cyber risks and threats. CS2 processed over 800 network accounts and patched 451 assets in support of mission readiness.

The effort that George Washington’s Sailors put into making their ship ready to return to the fleet as the world’s most advanced capital warship is truly impressive.

“People are really bringing it day in and day out,” said Eyrolles. “We’re about 15 percent undermanned on this ship. When you’re at 85 percent that means those on this ship that are here are taking on that extra work, shouldering the load. We’re getting through it, and, as the captain says, we’re fighting lean.”

While the ship and crew have come a long way in the last 12 months of RCOH, there is still much work to be done. Now that the ship is in the second half of its maintenance availability, Sailors throughout the ship are shifting focus to building and sustaining continuous combat readiness.

“We have to get out of the dry dock mentality, get back into an operational mentality, and get back into the routine of what it’s like to be on a ship in the water that’s preparing to operate in the fleet,” said Stewart. “A lot of people are stuck in the shipyard mindset, but we need to be thinking forward.”

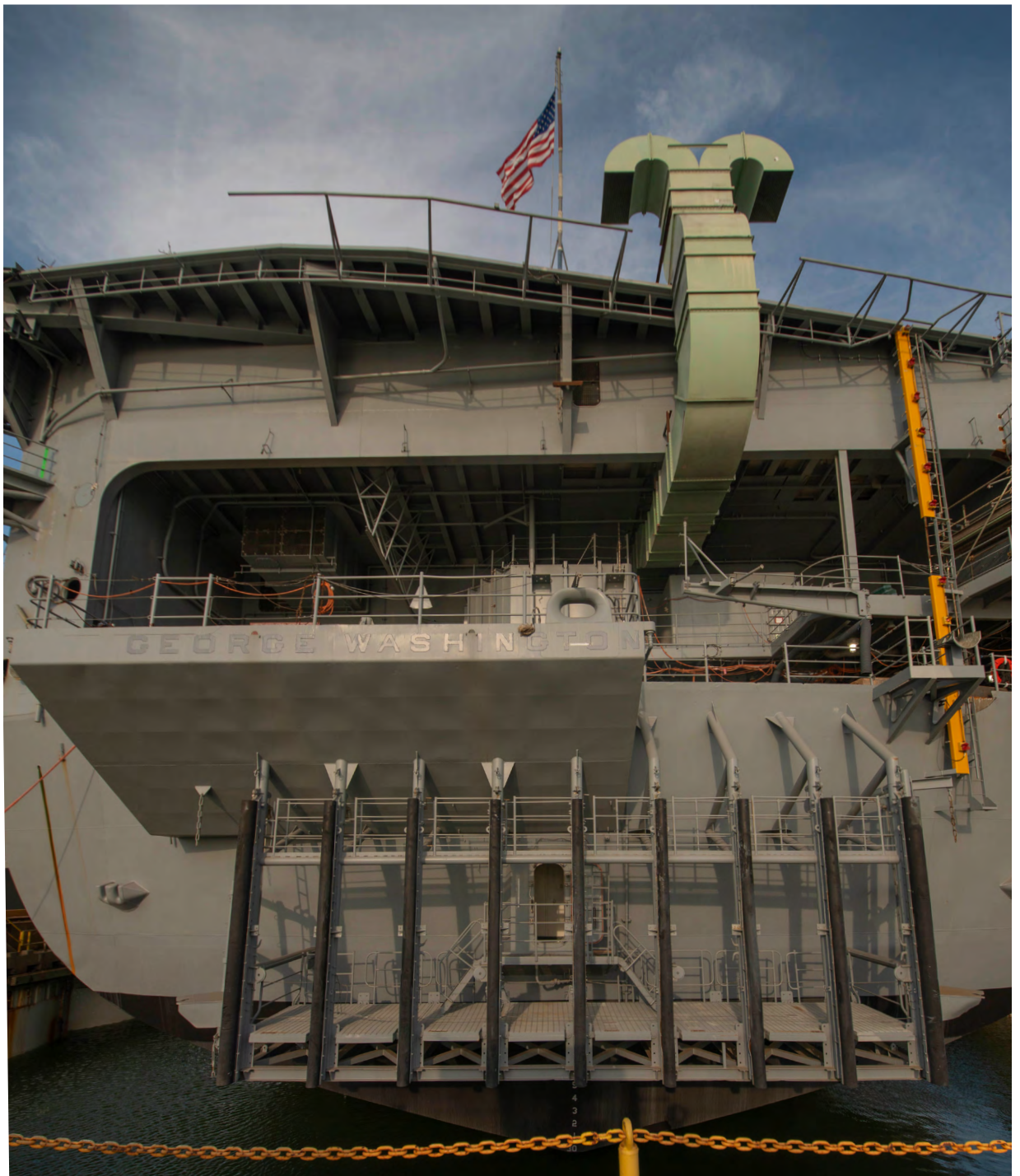
RCOH is grueling on ship, shipyard, and crew. It requires teamwork and a continued pursuit of excellence. The Spirit of Freedom and her crew have made huge steps forward this year, with momentum pushing into 2020.

“What we’re doing is making the world’s most combat-ready warship,” said Eyrolles. “Making that warship though is like baking a cake. We have literally thousands of ingredients we need to blend in the bowl to bake this carrier. It’s been very rewarding to see, as we’re getting near the end, more and more ingredients are being added, and we continue to stir it. It’s going to be the best cake ever served.”











# |2019 by the Numbers



## AIMD

39,305 maintenance man hours completed

6,205 Ship's Force Work Package tasks

522 non-tight doors refurbished

316 watertight doors refurbished

4,064 maintenance man-hours in preparing crew move aboard spaces and resolving zone inspection discrepancies

## CRMD

Provided more than 644 pastoral counselings

405 GW Sailors and family members participated in 79 COMRELs, yeilding 776 hours of community service



## AIR

Completed 12,233 RCOH tasks

Inspected 4,500 critical Aircraft Launch and Recovery Equipment parts

Repacked 3 of 12 major hydraulic pumps

Replaced, inspected, and closed 107 JP-5 tanks

## MAINTENANCE

Spot checks: 4,562

Installed four Force Revisions through 130 work centers in 19 departments

Completed 52 zone inspections, totaling 2,080 spaces inspected

## COMBAT SYSTEMS

2M/MTR team developed 11 new Gold Disk test procedures

Conducted 14 CCA repairs, saving \$431,039

Maintained a 98 percent reliability of non-classified Internet Protocol Router Network

64,240 messages received and 1,503 messages transmitted

Oversaw completion of 6,600 hours of information assurance and cybersecurity awareness training

Processed over 800 network accounts and patched 451 assets in support of mission readiness

Over 1,400 data lines ran, 160 network drops installed, and 86 percent of foundations for CANES equipment on-load completed



## DECK

Installed the port and starboard anchors and chains, totaling 5,000 man hours

Paint team completed 300 shipboard spaces, totaling over 3,100 man hours

364 spot checks and 896 maintenance checks, totaling 1,134 man hours

## DENTAL

Treated 3,528 Sailors

Completed 14,757 procedures

Efforts resulted in 98.43 percent operational dental readiness

## ENGINEERING

63 percent complete with ship's force work package

Completed all shafting, rudders and propeller work, underwater hull work, firemain, and fire pump restoration

Restored all air-conditioning aft

## EXECUTIVE

527 personnel gained

1,270 Sailors advanced

178 Meritorious advancements

Awarded Golden Anchor for retention excellence

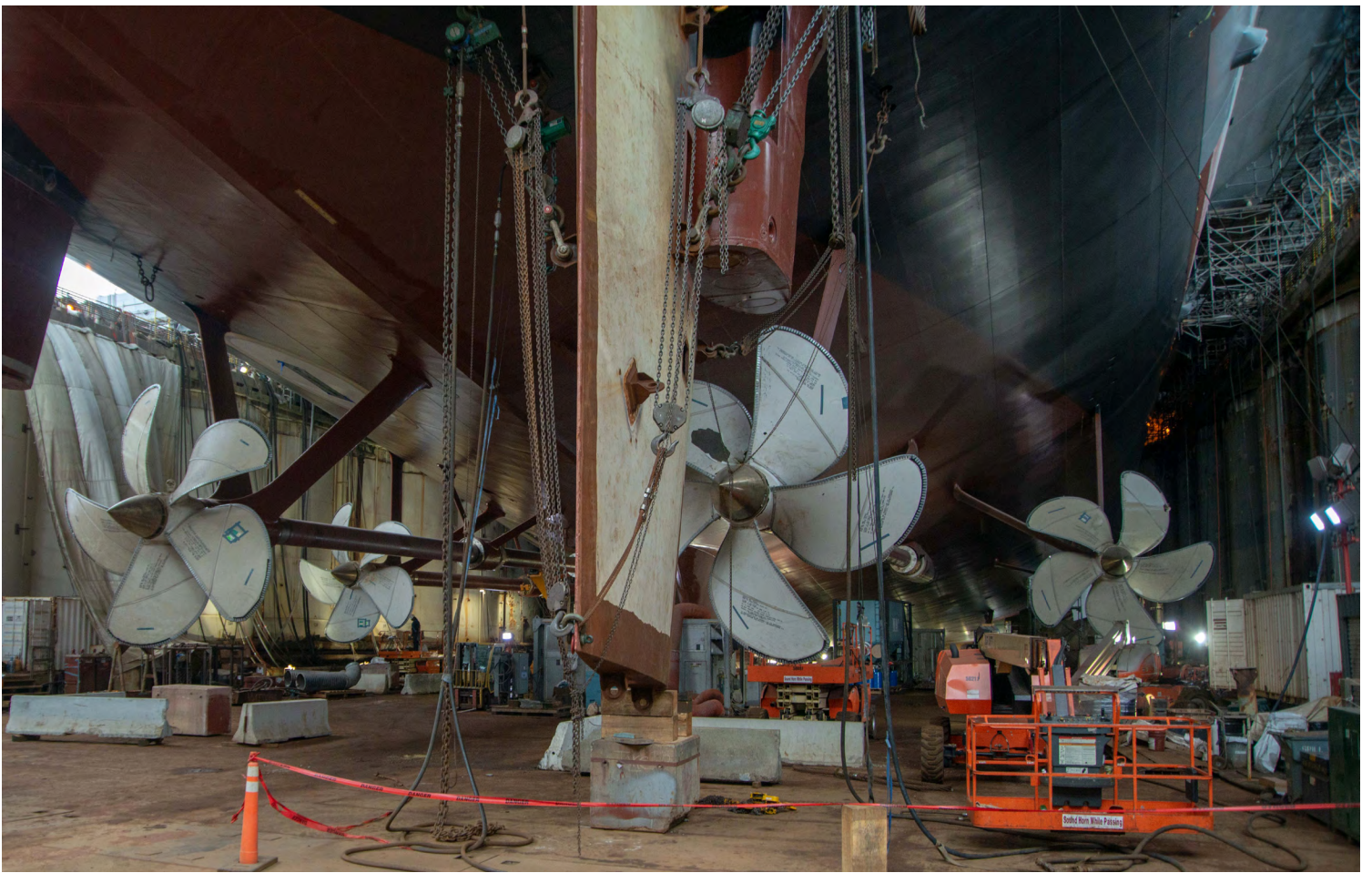
\$6 million in Selective Reenlistment Bonuses processed

## INTEL

Produced and provided six intelligence briefs

Knowledge management team captured 93 lessons learned for revolving RCOH database





## MEDICAL

Provided care for 15,617 patient encounters completed  
4,986 physical health assessments  
92.5 percent average crew readiness  
Earned command's 7th consecutive Blue "H" award

## LEGAL

Assisted with 246 powers of attorney

## MEDIA

746 photos released  
427 print jobs  
33 issues of the Washington Surveyor  
132 stories written  
57 videos released



## NAVIGATION

Led undocking efforts

Conducted weekly Rules of the Road training

Conducted monthly navigation simulation training

## OPERATIONS/RCOH

Planned, scheduled, or executed 5,347 overhaul tasks

236 berthing jobs

631 compartment paint jobs

3,731 deck jobs

513 ladder tasks

227 head tasks

370 deck drain tasks

## SAFETY

Zero operational class A or B related mishaps

Trained and qualified 39 Departmental Safety Petty Officers

Trained and fit-tested 288 Sailors for respirators

Documented and corrected 1,529 safety deficiencies

## SECURITY

834 personnel qualified on small arms (M4/M9/M500)

167 personnel qualified on crew-served weapons

97 Sailors completed Security Reaction Force-Basic training

## SUPPLY

Maintained a \$12,722,560 budget

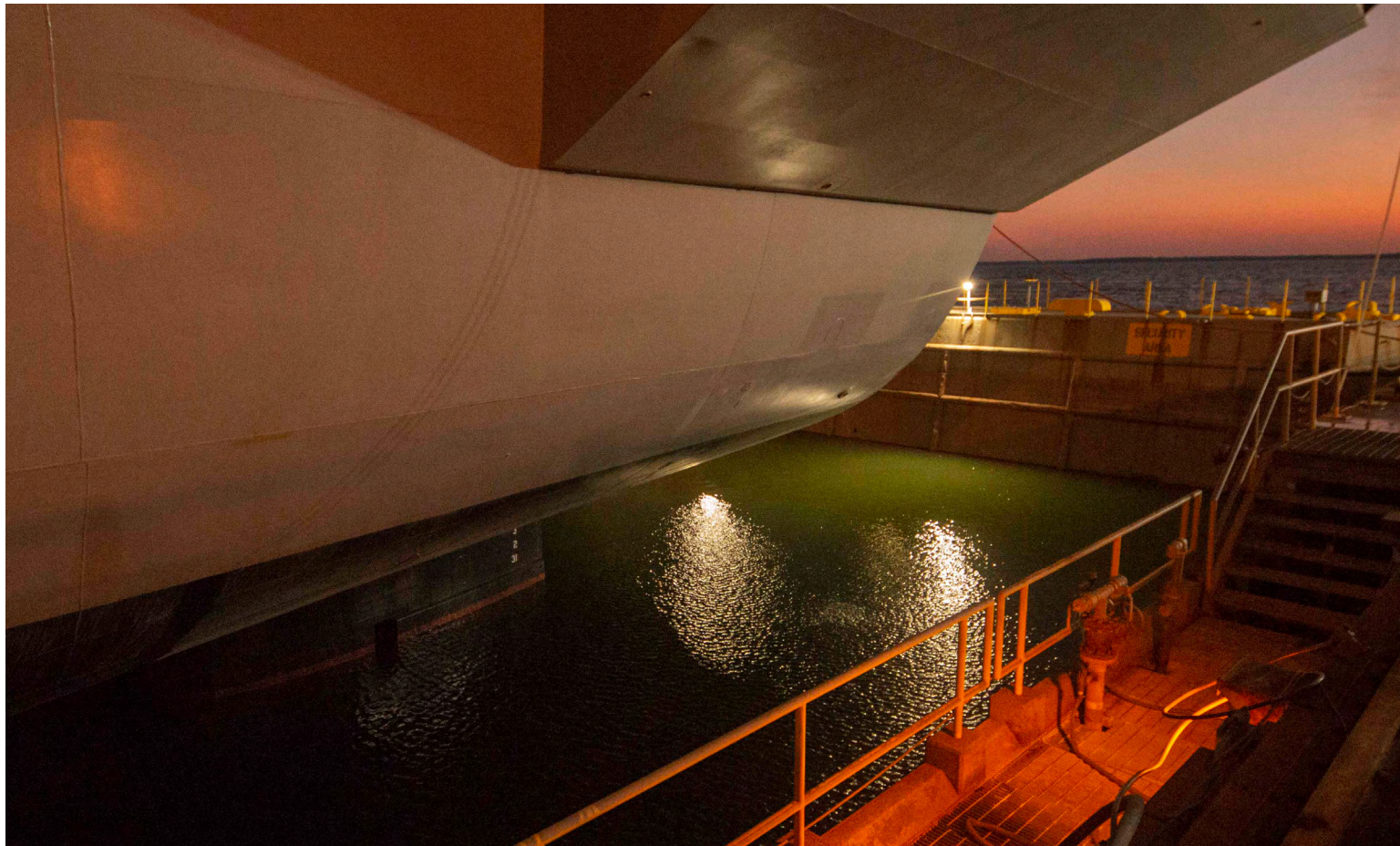
Maintained an inventory of \$202,564,611

Ship's store sold \$471,697 worth of goods

Transferred \$85,000 in profits to MWR

Provided 23,311 meals to ship's company and 10,578 meals to Marine Corps Security Force Regiment personnel





## TRAINING

**\$330,000 of Temporary Additional Duty Target funds involving 1,500 Sailors**  
**Created, executed, and closed 3,000 travel orders**  
**Found opportunities for 330 Sailors to go underway with other warships**  
**700 Sailors sent to Carrier Firefighting School**

## WEAPONS

**Conducted 600 weapons elevator runs**  
**Performed 2,400 maintenance actions**  
**37 Sailors TAD to support ordnance operations in Ariz., Fallon, Nev., and Tampa, Fla.**

## WARFARE QUALIFICATIONS

**315 Enlisted Surface Warfare Specialist pins earned**  
**236 Enlisted Aviation Warfare Specialist pins earned**  
**28 Enlisted Information Warfare Specialist pins earned**





# CNO FRAGO

**Mission One for every Sailor – active and reserve, uniformed and civilian – is the operational readiness of today's Navy.** Our Nation expects a ready Navy – ready to fight today – and our commitment to the training, maintenance, and modernization that will also ensure a Navy ready for tomorrow. We will deliver this Navy.

## WARFIGHTING

**End State:** A Navy that is ready to win across the full range of military operations. We must have a Fleet that is manned, trained, equipped, integrated, and ready to meet requirements of our senior leaders at any time. Alongside the Marine Corps, the Navy will deliver decisive Integrated American Naval Power.

## WARFIGHTERS

**End State:** A Navy that is world-class. We will recruit, educate, train and retain America's most talented men and women. Our people – uniformed and civilian Sailors – are our asymmetric advantage.

## FUTURE NAVY

**End State:** A Navy that is fully prepared to fight and win. Our Navy will be equipped with the right capabilities and numbers to meet the challenges of a complex and competitive maritime environment. We will look at what is required to operate forward, build the Fleet to match, and train together until we achieve integrated combat power across the force.

"I am confident that we will maximize the Navy we have today while delivering the Navy that our nation will rely upon tomorrow. We will do so with **urgency**. Our fleet will be a potent, formidable force that competes around the world every day, deterring those who would challenge us while reassuring our Allies and partners. Joining with the Marine Corps, we will deliver decisive **Integrated American Naval Power** when called. As we focus on the future, we will value and celebrate our heritage. Our Core Values of **Honor, Courage, and Commitment** and our attributes of **Integrity, Accountability, Initiative, and Toughness** will always guide us. They underpin who we are as members of the profession of arms: united by our common oath, dedicated to our special standards of ethics and character, and constantly honing our unique expertise in the art and science of naval warfare."

— Adm. Mike Gilday  
Chief of Naval Operations







# MyNavy Family App

MyNavy Family App combines the strength of more than **22 websites** to connect Navy spouses and families to information and resources when and where they need it.

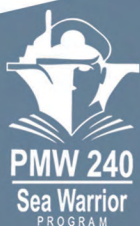
download today at [applocker.navy.mil](http://applocker.navy.mil)



## Developed by the Navy community for the Navy community.

Connecting Navy families to accurate information and resources to help them flourish while living the Navy lifestyle.

- ✓ Accurate and timely information for spouses and families
- ✓ Minimizes acronyms, user friendly tools
- ✓ Useful links to popular Navy sites like the Navy Exchange, Commissary, and the Fleet and Family Support Center
- ✓ Employment resources
- ✓ Spouse mentoring support



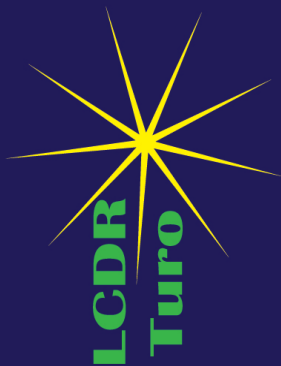
The MyNavy Family App was developed by the Navy's Sea Warrior Program (PMW 240) which assists Sailors with their manpower, personnel, training and education needs. The App is part of family of official Navy apps that can be found by visiting the Navy App Locker at <http://www.applocker.navy.mil>.



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@Navy Sea Warrior





LCDR  
Turo

MCCM  
Buggs

LT BARKER

MCC Shaw

MC2 Gardner

MC2

Sawyer

MC1  
GRIECO

MC2 COHEN

MC1 Johnson

MC2 Hilkowski

MC2 Washington

MC2

Hutcheson

MC3 Botts

MC3

Yarber

MC3 Vujevich

MC3 Ferrero

MC3 Freeman

MC3 Thomas

MC3 PEDERSON

MC3 Hazlett

MCSA Sullins

MC3 Katsareas

MCSN Lepien

MCSN DAUT

MCSN Stamer

HAPPY

HOLIDAYS

FROM

CVN 73

MEDIA