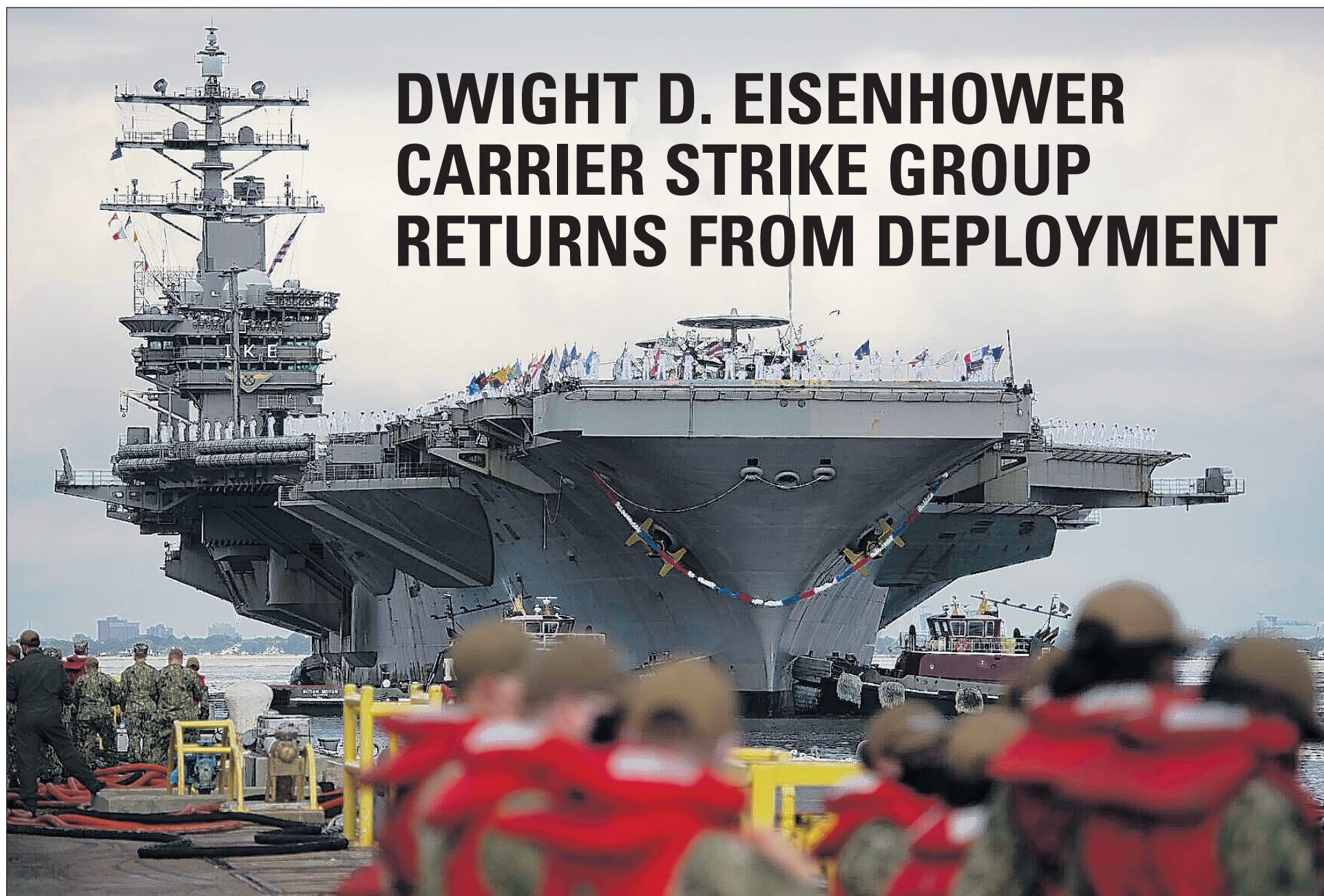




MC1 Jason Pastrick

Sailors assigned to USS Dwight D. Eisenhower (CVN 69) man the rails as the ship returns to Naval Station Norfolk, August 9, after a regularly scheduled deployment in support of maritime security operations and theater security cooperation efforts in U.S. 5th and 6th Fleet. Dwight D. Eisenhower Carrier Strike Group has remained underway as a ready carrier strike group during the COVID-19 global pandemic.

“Words cannot express the admiration I have for each and every Sailor onboard. These young men and women were thrust into a situation no one could have predicted and they responded as only Navy Sailors can – they adapted and overcame the adversity. I witnessed their excellence day in and day out as they accomplished repairs never before attempted at sea.”

Capt. Kyle Higgins

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

NORFOLK

USS Dwight D. Eisenhower (CVN 69) carrier strike group returned home to Norfolk Naval Station, Aug. 9 after seven months operating in 5th and 6th Fleet.

Returning ships include the Nimitz-class aircraft carrier USS Dwight D. Eisenhower (IKE) (CVN 69) and Ticonderoga-class guided-missile cruiser USS San Jacinto (CG 56). More than 1,800 Navy aviators

from nine squadrons from Carrier Air Wing Three (CVW) 3 returned August 6-7 to their home bases in Naval Air Station Oceana, Norfolk Naval Station, Naval Air Station Whidbey Island, Washington, and Naval Air Station Jacksonville, Florida.

Ticonderoga-class guided-missile cruiser USS Vella Gulf (CG 72), Arleigh Burke-class guided-missile destroyers USS James E. Williams (DDG 95) and USS Truxtun (DDG 103) are scheduled to return to Norfolk Aug. 10. USS Stout (DDG 55)

remains on deployment and will return to Norfolk at a future date.

Dwight D. Eisenhower Carrier Strike Group (CSG) ships departed Norfolk, Va., Jan. 17, for the strike group's Composite Training Unit Exercise (COMPTUEX) and follow-on deployment.

As the COVID-19 pandemic spread across the globe, IKECSG continued operations to maintain maritime stability and security and ensure access, deter aggression, and defend U.S., allied and partner inter-

ests.

“Words cannot express the admiration I have for each and every Sailor onboard. These young men and women were thrust into a situation no one could have predicted and they responded as only Navy Sailors can – they adapted and overcame the adversity. I witnessed their excellence day in and day out as they accomplished repairs never before attempted at sea,” said Capt. Kyle

» See **IKE** | **A7**

USS Iwo Jima conducts beautification project onboard NAVSTA Norfolk

By DC2 Ashley Pierson
 Naval Station Norfolk Public Affairs

NORFOLK

Sailors from the Wasp-class amphibious assault ship USS Iwo Jima (LHD 7) conducted several base beautification projects onboard NAVSTA Norfolk, Aug. 7.

The Mayport, Fla. based ship is currently

visiting the installation on a port visit but due to the COVID-19 virus they are limited to on base liberty. Due to the restrictions, the Sailors have been filling their free time utilizing many of the installations outdoor facilities.

“Due to Covid-19 we are limited to on base liberty so we spend most of our free time at the gazebos and other base facilities,” said Religious Program Specialist Petty Officer 1st Class Catherine Cartmell. “The base has been extremely hospitable and welcoming to us so we felt like this was a small way we could give back.”

The Sailors split up into small groups and dispersed to clean around the fishing pier, the parking lots and around the base chapel. The Sailors also picked up fallen debris from Hurricane Isaias.



DC2 Ashley Pierson

Sailors assigned to the Wasp-class amphibious assault ship USS Iwo Jima (LHD 7) conducted a community relations (COMREL) project onboard Naval Station Norfolk, August 7.

» See **PROJECT** | **A7**

USS Bataan receives Energy Excellence Award

The Wasp-class amphibious assault ship USS Bataan (LHD 5) received the Secretary of the Navy (SECNAV) Energy Excellence Award, afloat large amphibious category

»See **A5**



Stories of Norfolk Naval Shipyard's service during World War II

These are just some of the more surprising stories of Norfolk Naval Shipyard's (NNSY) service as one of the United States Navy's most vital shipbuilding during World War II

»See **B1**

FunkFest Beach Party is free and virtual

Live! On Atlantic will present this year's festival with a free two-night broadcast event on August 29 and August 30 from 8 to 9:30 p.m.

»See **C2**

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Aldo Anderson

Nuclear Engineer Ben Campbell applies NanoSeptic technology to the stairwell door in Building 1500 at Norfolk Naval Shipyard.

The Tradition of Innovation at NNSY: Keeping the Workforce Safe Using NanoSeptic Technology to Fight COVID-19

By Allison Conti
Norfolk Naval Shipyard Public Affairs

PORTSMOUTH, VA.

Norfolk Naval Shipyard (NNSY) has a long and storied tradition of utilizing innovative technology to support its mission and keep its workforce safe. The emergence of the COVID-19 pandemic has strengthened the shipyard’s ongoing commitment to innovation as it seeks new ways to keep personnel safe while getting ships back to the Fleet on time. The newest invention to make its way through the gates of NNSY: NanoSeptic technology.

NanoSeptic technology kills pathogens using a photocatalytic reaction with embedded titanium dioxide nanoparticles. In plain language, it can provide a self-disinfecting surface for high traffic areas by using UV light. The technology uses a septic coating on self-adhesive plastic sheets which self-cleans every time it is

touched.

According to Code 2310.4 (Ventilation Support) Branch Head Rob Harrington, “NanoSeptic technology can provide a self-disinfecting surface for high traffic areas that will protect NNSY employees from the spread of COVID-19.” Harrington added the supplier of this technology specified that the NanoSeptic sheets can last for over three months with minimal cleaning and maintenance.

The technology has been researched by NNSY’s Reactor Engineering Division (Code 2310) and championed by its Nuclear Engineering and Planning Department (Code 2300) Management as NNSY has rigorously and relentlessly pursued ways to keep its employees and their families safe. Harrington said, “We are well into the process of implementation on a trial basis.”

Since NanoSeptic technology is so new, research is still being conducted on the

technology. To date, the technology has not been approved by the Centers for Disease Control and Prevention (CDC) or the World Health Organization (WHO); however, those involved with the project feel positive about the future of the technology. Harrington said, “There are virtually no safety concerns and we have engaged with Code 106 (NNSY’s Occupational Safety, Health, and Environment Office) to ensure there are no safety concerns for the shipyard. Thus far, Code 106 is optimistic.” Though the CDC recently clarified that surfaces are not the primary way that COVID-19 can be spread, the NanoSeptic efforts help ensure employee health while highlighting NNSY’s diligence and commitment to workplace safety.

The project has been a team effort between Code 2310.4 and NNSY’s Supply Department (Code 500). Key personnel involved in the effort include Code 2310

Division Head Mike Kwiatkowski, Code 2310.4 Engineer Cynthia Raines and Code 2310.2 Engineer Ben Campbell, Code 500’s Mark Ragsdale, along with Harrington. It is the third project that Code 2310 has implemented to promote workplace safety during the COVID-19 pandemic. The others include development of a disinfecting Nuclear Standard Instruction (NSI), the use of hydrogen peroxide for disinfecting cognizant nuclear spaces, and the possible use of ultraviolet light (UVC) technology.

The NanoSeptic project and the efforts that predated it are an example of NNSY’s C.O.R.E. values in action, said Harrington. “It demonstrates that we care about our workforce and that we have a responsibility to do whatever we can to keep NNSY safe.”

In a recent message, Commander of Naval Sea System Command, Vice Admiral Bill Galinis said, “Our Shipyards showed the ingenuity required to get the job done in difficult times. From the shop floor to Code 100, you led the way to protect your coworkers.”

The health and safety of the workforce remains the top priority and NanoSeptic technology is just one innovative example of how shipyard employees are working diligently every day to help minimize the spread while maximizing the mission.

NMCP’s Combat Trauma Research Group wins the 2020 Military Health System Research Symposium’s Team Research Award

By MCSN Ariana Torman
Naval Medical Center Portsmouth Public Affairs

PORTSMOUTH, VA.

Naval Medical Center Portsmouth’s (NMCP) Combat Trauma Research Group (CTRG) recently received the 2020 Military Health System Research Symposium’s Team Research Award for their redesign of a mechanical wound closure device, the iTClamp.

The iTClamp is a mechanical wound closure device that seals wounds versus just putting pressure around the outside of the wound. With the new design, the product works better in junctional areas, parts of the body such as the armpit, neck, and crease of the groin, where it is more difficult to get a wrapping around the wound.

“This idea actually came about by accident,” said Lt. Cmdr. Sean Stuart, NMCP’s medical director of the Emergency Depart-

ment and director of the CTRG. “Our initial goal was to test the iTClamp and my team and I saw the potential for it to be used in conjunction with hemostatic wound dressing.”

During the testing process, the team had several failures and observed that the design of the device was the cause. The team then decided to publish their research and work on a redesign of the product that would make it more effective. The resulting product was superior in treating battlefield wounds, controlling blood loss from potentially lethal hemorrhages and was faster to employ than traditional methods.

Before winning the award, the CTRG conducted three trials with the first beginning two years ago. The first trial was a research trial that identified areas that needed to be addressed to successfully redesign the device. The second trial was

another research trial where the device was tested. The third trial tested not only how the device worked in general, but how it worked in the hands of its intended users, corpsmen. Stuart believes that adding this element to the trial is what set their group apart from others.

“I need to know how my corpsmen can perform with devices and how it will be used on the frontlines,” said Stuart. “Is it easy to use? Is it functional? The results from their feedback validated the feasibility of service wide employment of this device.”

The collaborative effort by the members of the CTRG through these three trials resulted in a new, effective, in-field hemorrhage control technique that will advance the mission of preserving life on the battlefield.

“Hemorrhage control of bleeding is one of our biggest problems in military medicine,” said Stuart. “Our motto is ‘saving lives on the battlefield’, and as operational physicians, we have experiences that give us unique insight that backs our research, which others may not have.”

Stuart believes that research is a team effort and a very involved process.

“We have a robust team with a lot of moving parts and that’s why we’ve been

able to win this award and do such great things,” said Stuart. “Only through a team approach can you pull off something so complex without missing anything.”

Stuart recognized Dr. Emily Fredrick, the CTRG’s program manager, for being the key to keeping all of the parts of this project moving.

“It certainly does feel good to have won this award,” said Stuart. “People may not realize the hundreds of hours that goes into developing, designing, and acquiring funds for a study. The group’s purpose is to conduct research that impacts the operational warfighter, so it was rewarding to get that positive feedback and know that something we did is making an impact.”

As the U.S. Navy’s oldest, continuously-operating military hospital since 1830, Naval Medical Center Portsmouth proudly serves past and present military members and their families. The nationally-acclaimed, state-of-the-art medical center, along with the area’s 10 branch health and TRICARE Prime Clinics, provide care for the Hampton Roads area. The medical center also supports premier research and teaching programs designed to prepare new doctors, nurses and hospital corpsman for future roles in healing and wellness.



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USS Gerald R. Ford (CVN 78)

First-ever live fire exercise with M9 and M4 qualifying a combined 48 Sailors with 4,022 rounds expended. 30 Sailors qualified with the .50cal machine gun, expending 3,300 rounds of ammunition.

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Tested SLQ-32 to measure sensor accuracy

Strike Fighter Squadron (VFA) 106 qualified 19 pilots in the F/A-18E/F

First-ever full run to afterburner of an F/A-18 jet engine using JETI

Airborne Command and Control Squadron (VAW) 120 qualified 21 pilots in the E-2C/D

Total launches and recoveries
3,975





MC2 Ryan Seelbach

Ford steams through post delivery test, trials

By MC2 Ryan Seelbach
USS Gerald R. Ford (CVN 78) Public Affairs

USS Gerald R. Ford (CVN 78) completed her eleventh independent steaming event (ISE 11) Aug. 5, and is now more than half way through her post-delivery test and trials (PDT&T) phase of operations.

During ISE 11, Ford completed many major PDT&T milestones designed to exercise installed systems and conduct crew training.

As the only aircraft carrier regularly available on the East Coast this year, Ford qualified 19 pilots assigned to the “Gladiators” of Strike Fighter Squadron (VFA) 106 and 21 pilots assigned to the “Greyhawks” of Airborne Command and Control Squadron (VAW) 120, bringing Ford’s total catapult launches and arrested landings to 3,975.

Ford’s intelligence department successfully completed a test of the SLQ-32 elec-

tronic support system, to measure sensor accuracy, while operating adjacent to the Shipboard Electronic Systems Evaluation Facility range (SESEF). Additionally, Ship’s Signal Exploitation Space (SSES) successfully completed its initial testing during its Cryptologic Simulator Exercise on the SESEF Range. SSES accurately collected and analyzed 100 percent of signals transmitted by Information Warfare Training Group within the HF/VHF spectrum - a first for the Ford-class.

VAW-120 completed their first carrier qualifications with the aerial refueling variant of the E-2D Advanced Hawkeye. Lt. Brian Ferdon, an instructor assigned to VAW-120, explained some of the differences between a Tracer and an E-2C Hawkeye 2000.

“The E-2D has the same airframe as the E-2C, but represents a two-generation leap

in radar detection technology,” said Ferdon. “With the upgraded communications suite, it means that we can move out of early airborne detection and into airborne command and control missions sets.”

The aerial refueling variant of the E-2D Advanced Hawkeye allows for increased time on station to defend the carrier strike group (CSG) or for long missions in country.

In addition to scheduled PDT&T milestones, Ford also conducted many first-ever events and training evolutions during ISE 11.

Ford’s security department conducted their first 9mm service pistol and M4 service rifle live-fire exercise, qualifying more than 40 Sailors and expending 4,022 rounds of small arms ammunition.

“We had to qualify our naval security force on small arms,” said Master-At-Arms 1st Class Ben Kemmerzell, from Huntsville, Alabama, assigned to Ford’s security department. “We patrol the flight deck, act as a security reaction force and ensure the safety and security of the ship and her crew.”

Other first-ever events included aircraft

intermediate maintenance department’s full run to afterburner of an F/A-18 jet engine using Jet Engine Test Instrumentation, combat systems department’s pre-action aim calibration fire on one of three close-in weapons system mounts, and operations department’s completion of an Air Intercept Control (AIC) event on July 30. AIC missions are an opportunity to demonstrate integration with CSG-12 as part of the air defense mission to defend Ford and the rest of the force.

Working behind the scenes of many Ford-firsts and PDT&T milestones, Ford’s engineering and weapons departments ensured the safety of the crew and embarked Sailors with advanced hands-on damage control training for more than 180 personnel over a 12 day period, and the qualification of 30 Sailors on the .50cal machine gun.

Gerald R. Ford returned to port for a scheduled window of opportunity for maintenance to complete construction and activation of select shipboard systems. Upon completion of the PDT&T phase of operations, Ford will undergo a Full Ship Shock Trials (FSST).

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MCSN Ashley Croom

Retired Navy Corpsman arrives as Deputy Director of Equal Employment Opportunity at Navy Region Mid-Atlantic

By Breanna Scales
Navy Mid Atlantic Public Affairs

NORFOLK

A retired Navy corpsman joins Commander, Navy Region Mid-Atlantic (CNRMA) staff as deputy director of Equal Employment Opportunity (EEO).

Mr. Lee Walker served 26 years as a Corpsman, the last six of which he found his passion for EEO as a happy accident. Walker negotiated a duty assignment with his detainer, requesting an assignment on the East Coast. The detainer agreed, if Walker would report to a ship. Since there were no shipboard billets available for a chief hospital corpsman at the time, he had to take a special duty assignment. The only special duty assignments available were Equal Opportunity Advisors (EOAs). During his tour as an EOA, he fell in love with the program and decided it would be his second career just a few years later. In the last ten years after his active-duty retirement, Walker served multiple agencies and commands to include the Department of Homeland Security Immigration, Custom, and Enforcement, Naval Sea Systems Command, Norfolk Naval Shipyard and others before landing the dream opportunity of working under Rear Adm. Charles Rock at CNRMA. Walker's expertise and passion for EEO is nothing short of an asset to the team.

In his new role as Deputy Director of EEO at CNRMA, Walker's responsibility is to administer Rock's plan as it relates to EEO policy in the current racial, economical and global pandemic environment. When asked about his goals for CNRMA, Walker stated, "The Commander has made it clear that he wants a robust EEO program to include a diversity and inclusion initiative that will allow employees to feel safe and free of restraints to discuss their feelings, needs, and concerns during these challenging times." Walker explained that during their first brief, Rock requested a plan of action to engage the CNRMA family in open and honest conversation to ensure his vision of inclusion, diversity and safety while taking concerns and complaints seriously.

"I have tasked the EEO staff to develop a CNRMA diversity and inclusion initiative which we are calling Building Trust Through Transparency," said Walker. "As part of the plan, we are developing different topics and scenarios that we hope will engage the employees of CNRMA to participate in one-on-one conversations, focus groups, and specific surveys related to current events including: racial tension, gender and sexual orientation discrimination, and reprisal to name a few."

When asked about his experience at CNRMA so far, he responded that it was over-

whelmingly pleasant. "Everyone that I have encountered has expressed excitement and anticipation of having me join the Region Mid-Atlantic team," said Walker. "As far as my initial observations, as limited as they are, I am nothing short of impressed with the organization considering my time onboard and the current state of affairs. Each activity is different, has different missions and visions, different geographical locations, different organizational structures and cultures and different dynamics. EEO is about policy and practice. The policy is the same everywhere; however, the practice tends to be unique to the activity."

With 26 years of active-duty experience and ten years in the EEO field as a civilian, Walker has practically seen it all. He plans to bring Rock's vision to life at CNRMA through action, expertise and initiative to promote an inclusive environment for all personnel.

Lee Walker

ADDITIONAL REOPENINGS

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MC3 Griffin Kersting
From right to left, the amphibious assault ship USS Bataan (LHD 5), the dry cargo and ammunition ship USNS William McLean (T-AKE 12), the amphibious transport dock ship USS New York (LPD 21), and the guided-missile destroyer USS James E. Williams (DDG 95) sail in formation through the Bab Al-Mandeb Strait, June 9.

USS Bataan receives Energy Excellence Award

By MC3 Asheka Lawrence-Reid
Commander, U.S. Fleet Forces Command Public Affairs

NORFOLK

The Wasp-class amphibious assault ship USS Bataan (LHD 5) received the Secretary of the Navy (SECNAV) Energy Excellence Award, afloat large amphibious category, for actions performed during fiscal year 2019 while preparing for deployment in support of maritime security operations and theater security cooperation efforts in the U.S. 2nd, 5th and 6th Fleet area of operations.

The SECNAV Energy Excellence Awards recognize those Navy and Marine

Corps activities that demonstrate exceptional leadership and sustained excellence in energy program management, contributing to energy security, improved readiness and mission capability across the Department of the Navy (DoN).

Bataan’s leadership team aggressively promoted energy conservation and awareness by embracing the guidance and strategies provided in the Shipboard Energy Conservation Guide. As a result, Bataan made significant strides in energy conservation throughout fiscal year 2019, setting the standard for engineering and navigation excellence.

“Our team of disciplined professionals spent many late hours honing their skills in all facets of shipboard readiness,” said Capt. Bryan Carmichael, commanding officer of Bataan. “I could not be more proud of the men and women of ‘Big 5’ and we acknowledge their hard work through this truly prestigious award.”

During command indoctrination Sailors are provided energy conservation and pollution abatement training ensuring they understand the importance and necessity of energy conservation.

One of the many ways Bataan succeeded was their conservation of fuel while in-port steaming and during underway steaming by reducing the amount of redundant equipment online within the engineering plant.

“Bataan incorporated energy conservation into our daily operation by ensuring our fan coil units were kept clean and aggres-

sively worked on ones that were in high use,” said Cmdr. Jon Miller, Bataan’s chief engineering officer. “Furthermore, the engineering plant was configured for economy steaming operations during all available opportunities to ensure maximum fuel economy during long periods in-between underway replenishments during the global COVID pandemic. Ship personnel were trained in keeping thermostats set and maintaining air conditioning boundaries in unusually arduous heat environments while deployed to the Arabian Gulf during the summer months.”

Bataan recently returned from a seven-month deployment, where 2,500 Sailors and embarked Marines worked with regional allies and partners to conduct training and at-sea exercises. They are now preparing to enter a planned maintenance period.

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MC3 Marissa Vermeulen
Joint Expeditionary Base Little Creek's base chapel reopened their worship services on August 2, after five months of being closed due to COVID-19.

JEB Little Creek's chapel reopens after five months due to COVID-19

By MC3 Marissa Vermeulen
Navy Region Mid Atlantic Public Affairs

VIRGINIA BEACH

Joint Expeditionary Base Little Creek's chapel reopened their worship services on Sunday, August 2nd, after five months of being closed due to COVID-19.

Since March 26th, services have been either cancelled or exclusively online. As some services begin to reopen, visitors are now able to fellowship and receive a sermon in person.

Religious Program Specialists 2nd Class Malik Ballard said he thinks it's great that people are finally able to get back into their normal rhythm and worship the way that they like to.

"We want people to come in and worship, but our priority above everything else is that they're safe and healthy while doing so," he added.

In response to the pandemic, the chapel has implemented several safety precautions: mandating masks, social distancing,

no singing in the congregation and limited movement.

"Before our services, we have chapel personnel sanitizing all of the worship areas like the pews and the doors," said Ballard. "We are still enforcing social distancing and we have every other pew roped off so people aren't sitting too close to each other."

For the chapel staff, these considerations are more than worth it to allow visitors to gather and worship in the chapel again.

"When you're in person, you have that camaraderie, even though we are still socially distancing and wearing masks, just seeing someone in person brings that sense of joy and fellowship," said Lt. Cdr. Raymond Adkins, deputy command chaplain. "Worshiping together in person is unlike anything else."

Reopening services has been very well received by the community, according to Adkins.

"There has been a great spirit and everyone keeps saying how good it feels to be back," said Adkins. "It just does something for the human spirit when you have fellowship and bring people back together."

For those who feel more comfortable worshipping from home, services will continue to be available online. For more information, please follow JEB Little Creek-Fort Story Chapels on Facebook or call (757) 462-7427.



Kristine Sturkie
Navy Exchange Service Command (NEXCOM) Command Master Chief Dayna Winn was the special guest host on "Chief Chat," a twice-weekly live Facebook interview of Air Force Chief Master Sgt. Luis Reyes, the Senior Enlisted Advisor for the Army & Air Force Exchange Service. During this episode, Winn and Reyes interviewed retired U. S. Navy SEAL Marcus Luttrell and his wife, Melanie, July 31. NEXCOM is comprised of 14,000 personnel worldwide facilitating six business lines, NEX retail stores, the Navy Lodge Program, Telecommunications Program, Navy Clothing and Textile Research Facility, Ships Store Program and the Uniform Program Management Office.

NEXCOM's command master chief co-hosts Chief Chat featuring Marcus Luttrell

By Kristine Sturkie
Navy Exchange Service Command Public Affairs

VIRGINIA BEACH

On July 31, Navy Exchange Service Command (NEXCOM) Command Master Chief Dayna Winn was the special guest host on "Chief Chat," a twice-weekly live Facebook interview of Air Force Chief Master Sgt. Luis Reyes, the Senior Enlisted Advisor for the Army & Air Force Exchange Service. During this episode, Winn and Reyes interviewed retired U. S. Navy SEAL Marcus Luttrell and his wife, Melanie.

"It was an honor to guest host this epi-

sode of Chief Chat and have the opportunity to speak to Marcus Luttrell," said Winn. "I was heartened to hear his comments on why he joined the Navy, the lessons he learned along the way and how his life has changed since he retired. He also gave great advice on how to handle life during this pandemic, which he likened to being on a military deployment and to stay humble."

"It was an honor to speak to the Luttrells," said Reyes. "Marcus is a true hero and has some incredible stories to share. It was great having Command Master Chief Winn as well. Chief Chat was created to provide a morale boost during the COVID-19 pandemic and I have no doubt this chat accomplished that mission."

Luttrell earned the Navy Cross and Purple Heart for his actions during Operation Red Wing against the Taliban in Afghanistan in 2005. During that mission, he was the only survivor. He is the author of "Lone Survivor," which tells the story of his brothers in arms who made the ultimate sacrifice.

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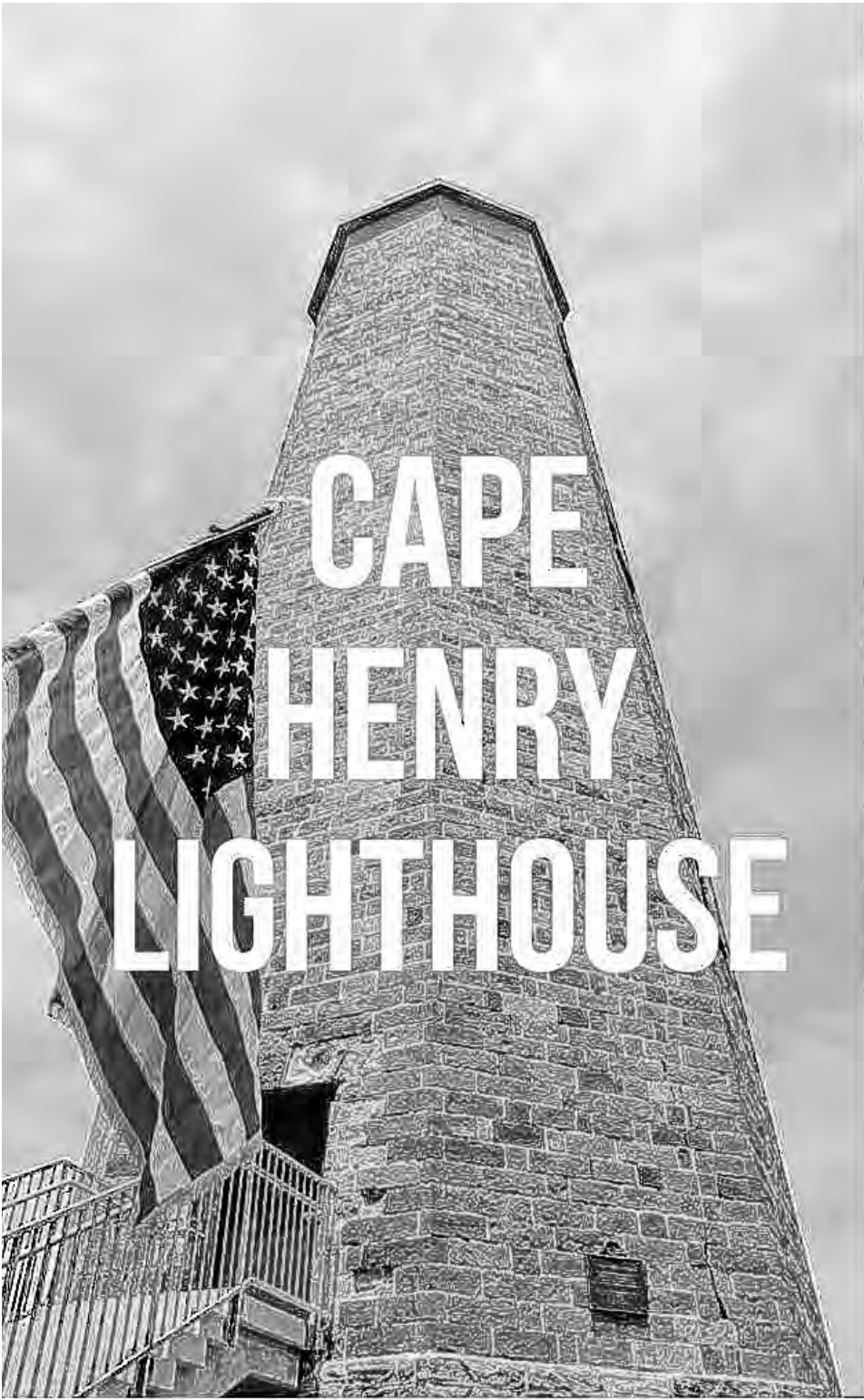
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PROJECT I *Sailors also picked up debris from Hurricane Isaias*

Continued from A1

“I think this is a great way for our Sailors to come together and do something fulfilling and nice for others,” said Aviation Support Equipment Technician Petty Officer 1st

Class Alfonso Cuevas, “I’m relatively new to the command but it’s been a fun morning and I hope the command has more volunteer opportunities in the future.”

The volunteer participants ensured that all guidance laid out in the most recent frag-

mentary order (FRAGORD) was followed. They participated in physical/social distancing, had no groups larger than six members, ensured the utilization of masks and each participant wore gloves during their volunteer efforts.

“I think it’s really commendable that a ship not even assigned to NAVSTA Norfolk took the initiative to conduct this community relations event,” said NAVSTA Norfolk volunteer coordinator, Chief Navy Career Counselor Renee Akins. “Hopefully seeing them out there also encourages other commands to get involved in similar events.”

IKE I *1,800 Navy aviators from nine squadrons from Carrier Air Wing Three (CVW) 3 returned*

Continued from A1

Higgins, Ike’s commanding officer. “I am deeply humbled to have the privilege of working alongside them. They are what make our Navy the greatest fighting force the world has ever seen.”

Sailors assigned to the Eisenhower and San Jacinto transited to the equator and participated in a unique crossing the line ceremony, becoming the Navy’s first ‘Iron Shellbacks,’ with more than 100 days at sea May 14. Ike petitioned Naval History and Heritage Command to commemorate this feat in conjunction with crossing the equator as a new title: ‘Iron Shellback.’

While in U.S. 5th Fleet, Vella Gulf, James E. Williams, Stout and Truxtun participated in Operation Sentinel, providing freedom of navigation and the free flow of commerce in and out of the heavily transited Strait of

Hormuz and Strait of Bab el Mandeb. These operations were instrumental in maintaining stability throughout the region.

Carrier Air Wing Three (CVW) 3 supported Central Command with 166 sorties and 1,135 flight hours in support Operation Freedom’s Sentinel, and 112 sorties and 492 flight hours in support of Strait of Hormuz transits and Deliberate Presence Patrols. During deployment, CVW-3 completed 10,466 rotary and fixed wing sorties, 7,751 traps with more than 21,995 mishap-free flight hours.

“I could not have asked for greater effort from the CVW-3/IKE team during this challenging deployment. The professionalism of my aircrew and the sailors sweating through seven months of no port visit operations was simply eye-watering,” said Capt. Trevor Estes, commander Carrier Air Wing 3. “I truly hope that every member of this team has the opportunity they deserve to relax and enjoy time with family and friends post deployment. In the end, I want the team to know how thankful I am for them every day.”

IKESG ships each sailed more than 60,000 nautical miles, operating dynamically through multiple exercises with allies and partners and dual-carriers operations

with the French aircraft carrier Charles de Gaulle and USS Harry S. Truman (CVN 75). The ships completed multiple strait and choke point transits, including the Strait of Gibraltar, the Suez Canal, Strait of Hormuz and Strait of Bab el Mandeb.

Demonstrating resiliency and self-sufficiency, Sailors from across the strike group and air wing made several complex repairs to vital equipment and systems, correcting more than 500 category 3 and 4 CASREPs, that would normally be conducted at depot level, or require onboard technical assist visits.

“Our Sailors inspire me with their grit, pride and professionalism. They are the back bone of IKE Strike Group’s warfighting excellence,” said Rear Adm. Brendan McLane, commander, Carrier Strike Group 10. “IKE CSG Sailors demonstrated resiliency in the face of adversity by their ingenuity, flexibility, and self-sufficiency. They were a testament to the strike group’s ability to adapt and overcome the tough challenges of this deployment.”

Eisenhower Carrier Strike Group includes the Nimitz-class aircraft carrier USS Dwight D. Eisenhower (CVN 69), commanded by Capt. Kyle Higgins; Ticonderoga-class guided-missile cruisers USS San

Jacinto (CG 56), commanded by Capt. Edward Crossman, and USS Vella Gulf (CG 72), commanded by Capt. Michael Desmond; Arleigh Burke-class guided-missile destroyers USS Stout (DDG 55), USS James E. Williams (DDG 95), and USS Truxtun (DDG 103); and the staffs of Carrier Strike Group 10 commanded by Rear Adm. Brendan McLane and Destroyer Squadron 26 commanded by Capt. Zoah Scheneman.

Squadrons of CVW-3, commanded by Capt. Trevor Estes, embarked on Eisenhower include Strike Fighter Squadrons “Fighting Swordsmen” of VFA-32, “Gun-slingers” of VFA-105, “Wildcats” of VFA-131, “Rampagers” of VFA-83; “Dusty Dogs” of Helicopter Sea Combat Squadron HSC-7; “Swamp Foxes” of Helicopter Maritime Strike Squadron HSM-74; “Screw-tops” of Airborne Command and Control Squadron VAW-123; “Zappers” of Electronic Attack Squadron VAQ-130; and a detachment from Fleet Logistics Support Squadron VRC-40 “Rawhides.”

For more news from U.S. 2nd Fleet, visit <https://www.c2f.navy.mil/> and for more information visit <http://www.facebook.com/US2ndFleet/> or <http://twitter.com/US2ndFleet>.

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Fighting a pandemic from the deckplates
310 Sailors aboard the amphibious dock landing ship USS Germantown (LSD 42) received nasal swab tests to determine whether or not they had contracted COVID-19. Within the week, all test results came back negative. [See B4](#)

COMMEMORATING THE 75TH ANNIVERSARY OF V-J DAY



U.S. Navy

Norfolk Naval Shipyard’s World War II battleship USS Alabama (BB-60) still exists as a museum ship at USS Alabama Battleship Memorial Park in Mobile. Shown here at its Aug. 16, 1942 commissioning, Alabama earned nine battle stars providing fire support and anti-aircraft screening in the invasions of Saipan, Guam, and Okinawa, blasting Japanese factories and defenses to the end of the war.

The surprising stories of Norfolk Naval Shipyard’s service during World War II

By Michael Brayshaw
Norfolk Naval Shipyard Public Affairs

NORFOLK

Its biggest World War II ship was named after a joke the president made. It repaired an ally’s aircraft carrier in secret, while the enemy publically claimed it sunk. It transformed a sabotaged enemy cargo liner into a transport ship carrying thousands of American troops across the Atlantic. These are just some of the more surprising stories of Norfolk Naval Shipyard’s (NNSY) service as one of the United States Navy’s most vital shipbuilding and repair facilities during World War II. From January 1, 1940,

shortly after war erupted in Europe, to its end with Japan on V-J Day August 14, 1945, the shipyard repaired, altered, converted, and worked on approximately 6,850 naval vessels, recorded as more than 27 million tons of naval might. In the midst of urgent repairs and conversions, more than 100 new ships and landing craft were built, and millions of dollars in manufactured products were churned out for the Navy. To perform its unprecedented amount of work, the shipyard — then known as Norfolk Navy Yard — more than doubled its physical size, turbocharged its productive capacity, and bolstered the workforce from 7,625 at war’s inception to a peak of 42,893 in 1943. In all, this bigger, bloodier sequel to the Great War would have lasting impact at NNSY that still reverberates today.

FIXING TO FIGHT

As its highest priority given the urgency to send ships back out to to rejoin the fight, NNSY devoted more than half its World War II work to repairs. More than 800 ships docked for repair in 1944 alone — an average of more than two per day. To facilitate such a volume of work, skills as shipyard artisans and urgency as patriotic Americans worked in tandem for the thousands of NNSY employees laboring around the clock and across the calendar. Borrowing parts between ships, tapping into the shipyard foundry to make components, developing an

[See STORIES | B7](#)



Lt. Curtis Khol Undersea Rescue Command deploys the Sibitzky Remotely Operated Vehicle (ROV) from the deck of the Military Sealift Command-chartered merchant vessel HOS Dominator Aug. 3. Undersea Rescue Command is aiding in recovery of the missing seven Marines and one Sailor from the 15th Marine Expeditionary Unit.

Remains of missing Marines, Sailor successfully recovered

By 1st Lt. Brian Tuthill
Marine Expeditionary Force Public Affairs

CAMP PENDLETON, CALIF.

The remains of seven Marines and a Sailor were successfully recovered Aug. 7, 2020, after underwater salvage operations following the July 30 mishap involving an amphibious assault vehicle off the coast of San Clemente Island. The recovered Marines and Sailor will soon be transferred to Dover Air Force Base, Delaware, for preparation by mortuary affairs teams for burial. Marine and Navy pallbearers will place the remains aboard an aircraft bound for Dover AFB in a solemn transfer.

From Dover AFB, their remains will then be released to their families in accordance with their wishes. The transfer of remains will not be open to the public, and we ask that the privacy of the families be respected as they make final arrangements for their loved ones. “Our hearts and thoughts of the 15th Marine Expeditionary Unit are with the families of our recovered Marines and Sailor,” said Col. Christopher Bronzi, commanding officer of the 15th Marine Expeditionary Unit. “We hope the successful recovery of our fallen warriors brings some measure of comfort.” The U.S. Navy has led the underwater search and salvage efforts. Specialized equipment on a diving and salvage ship to recover the remains and AAV arrived Aug. 6 to relieve the crew of HOS Dominator, who stayed in position after locating the site. Lance Cpl. Guillermo S. Perez, 19, of New Braunfels, Texas, also died in the AAV mishap and was pronounced dead at the scene July 30. His remains were transferred Aug. 5 to Dover AFB. The sunken AAV has been successfully recovered. The cause of the July 30 incident is under investigation.

The agony of da feet

By Lisa Smith Molinari

I’ve been planning to be a grandmother since my own children were babies. I didn’t sell their outgrown baby things at garage sales. I squirreled everything away “for our grandchildren, someday.” During multiple military PCS moves, our poor moving crews lugged boxes of blankets, books, bonnets and booties from house to house, only to be stored in the attic.

I just can’t help myself — I envision bouncing a grand baby on my lap, blowing raspberries on his or her perfect little feet. Adorable!

Admittedly, I have a starry-eyed vision of my perfect future grandchildren, but I wasn’t always enamored with my own children’s lower extremities. Our three kids’ formerly kissable baby tootsies eventually became purely functional body parts, requiring good personal hygiene to ward off potent foot odor, locker room fungus, planter’s warts, and a most foul substance known as “toe jam.”

That repulsive combination of sock fuzz, sweat, and dead skin cells brings to mind one summer, when our family packed into our mid-sized SUV for a twelve-hour car trip from Florida to Maryland.

“What’s that smell?” I asked about a half hour into the trip. My keen olfactory nerves were picking up a repugnant aroma that might only be recreated by locking a bowl of beet pickled eggs in the back seat of a 1974 Galaxie 500 over a long hot weekend in August.

The smell grew in strength, and soon our daughters, Anna and Lilly, were pinching their noses shut. We pulled over to locate the source of the odor. We searched for a carton of curdled milk in the trunk. We looked for a rancid tuna sub under the seats. We opened the glove box half expecting to find a dirty



iStock

diaper. We looked to see if a stowaway squirrel was decomposing under the hood.

Finally, our noses guided us to the third row of seats, where our then teenage son, Hayden, sat obliviously listening to his iPod, his huge flip-flopped feet tapping to the beat of the music.

Hovering my nostrils carefully over his hairy toe knuckles, I took a big sniff.

“Found it!” I yelled, and stumbled faintly back to the trunk to find a fresh pair of socks and some emergency talcum powder so we could survive the rest of the trip.

Now that our kids are all in their twenties, we have become experts at “sniff and tell” during family holidays and movie nights. The culprit of phantom foot odor knows full well what to do — skedaddle off to freshen up lest you ruin the family fun.

What I’m too afraid to tell our children is that foot odor and toe jam are child’s play. The real trouble happens about two decades after raging teenage hormones quiet down. Middle-aged feet are a veritable Three Ringed Circus, featuring cracked calloused heels, curled thickened nails, burgeoning bunions and their dwarfed sidekicks, “bunionettes.” Add a painful corn or two, and you’ve got a real freak show.

How does one go from playing “This Little Piggy” with smooth perfect baby toes, to middle age, when the Five Piggies are old, knobbed and hardened? After 40 or 50 years of going to Market, big toe Piggy decided to take a detour and is pointing in the wrong direction. the Piggies Who Stayed Home and Ate Roast Beef faired relatively well in their snug sedentary routine, but the Piggy Who Had None collapsed from severe starvation. the Little Piggy on the end isn’t crying “Wee! Wee! Wee!” anymore. Years of being last in line left him curled in a fetal position, hiding under the adjacent toes.

We middle-aged folks make a vane attempt to stave off the aging of our feet, investing hundreds of dollars annually in pedicures, polish and exfoliating devices such as “The Pedi Egg,” (which, by the way, doubles as a nifty parmesan cheese grater.)

Unfortunately, nature dictates that our feet get kinda ugly no matter what we do. So while I dream of the perfect padded soles of my future grand babies, I will keep my tootsies clean and trimmed without getting too carried away.

After all, there’s no sense in putting lipstick on your Piggies.
www.themeatandpotatoesoflife.com



Military OneSource

Department of Defense strategy for COVID-19 testing and surveillance

The Department of Defense will begin testing some asymptomatic service members as part of the next phase of its strategy to break the chain of coronavirus disease 2019 transmission and to protect the health of the force. The multipronged approach also calls for COVID-19 surveillance, contact tracing and restriction of movement.

SCREENING, RESTRICTION OF MOVEMENT AND ASYMPTOMATIC TESTING

Regular viral testing can lead to early detection of COVID-19 and guide action to stop the spread. DOD components will continue screening service members for COVID-19 and restricting the movement of those who may have been exposed to the disease.

DOD components will test service members who do not have symptoms of COVID-19

in accordance with recommendations by the Centers for Disease Control.

Among those who will be tested are service members who are about to deploy or start training. Testing will be prioritized by tier and testing capacity:

- Tier 1: Those involved in critical national capabilities will be tested first.
- Tier 2: Engaged fielded forces will be tested when Tier 1 has reached a steady state.
- Tier 3: Forward deployed/redeployed forces will be tested when Tiers 1 and 2 have reached a steady state.

COVID-19 SURVEILLANCE

A select number of other asymptomatic service members will also be tested for the disease:

- Ten percent of active-duty clinical health care personnel
- Ten percent of service members who live in

congregate settings

- One percent of service members in Tiers 1-4 will be tested every 14 days as testing resources increase

The Department of Defense will continue health surveillance using electronic databases and other public health tools to report test results and assess the threat of COVID-19. Those tested will receive their results.

CONTACT TRACING, TESTING AND RESTRICTION OF MOVEMENT

Contact tracers will reach out to individuals who have had contact with anyone who tests positive for COVID-19. Close contacts will be tested for COVID-19 whether or not they have symptoms of the disease. Quarantine measures will be implemented.

Stay up to date on all the latest information on COVID-19. For Department of Defense updates for the military community regarding the virus that causes COVID-19, view the following sites:

- Visit Coronavirus.gov, CDC.gov, USA.gov and Defense.gov.
- Follow Military OneSource’s Facebook, Twitter and Instagram platforms.
- Continue to visit the Coronavirus Updates for Our Military Community page.
- Check Move.mil for PCS-related updates.



Q: What housing allowances am I eligible for?

Military members are entitled to various allowances to ensure the transition to a new location is as smooth and stress-free as possible. For information about your allowances, visit the Defense Travel Management Office website. If you have any questions, contact the local Housing Service Center.

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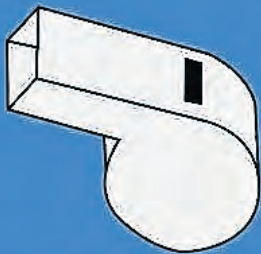
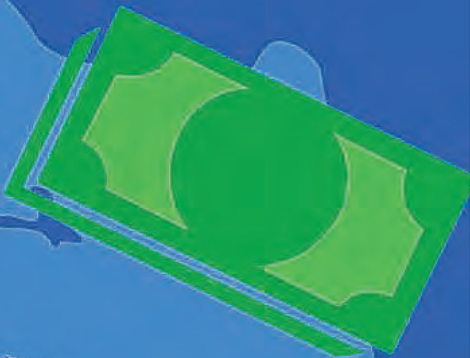
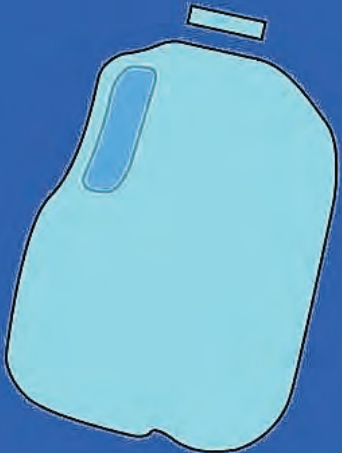
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- 3 day supply of non-perishable food for evacuation and 2 week supply for home.
- Flashlight with extra batteries.
- A whistle. (To signal for rescue.)
- First aid kit and 7 day supply of medications.
- Rope/cordage, a basic tool kit and a multi-purpose tool.
- Baby supplies. (Formula, bottles, water, food, diapers, wipes, blanket, medication, diaper rash cream, etc.)
- Extra fuel. (For generator, car, etc.)
- Prescription eye glasses or contact lenses with case and solution.
- Cash or travelers checks. (ATMs may become inoperable.)
- Pet supplies and food.
- Sanitation, personal and feminine hygiene items.
- One sleeping bag or warm blanket and towel, per person.
- Plastic sheeting and duct tape. (For emergency shelter.)
- Complete change of weather appropriate clothing.
- Cloth face coverings, sanitizing liquid/wipes and soap.
- Books, games, puzzles or other activities for children.
- Battery powered or hand crank radio with extra batteries.
- Family and emergency contact information.
- Mess kits, paper cups, plates, paper towels and plastic utensils.
- Copies of personal documents in a sealed waterproof enclosing. (IDs, social security cards, birth certificates, proof of address, insurance policies, passports, titles, deeds, leases, medical information, etc.)



Having the proper supplies on hand is key to being prepared for weather-related disasters. Keep your supplies in an easy-to-carry emergency-preparedness kit: in your home, at work and in your vehicle.

MCSN Ashley Croom

PMK-EE mobile application update modernizes content, improves functionality for Sailors

By Cheryl Dengler
Naval Education and Training Professional Development Center
Public Affairs

PENSACOLA, FLA.

An update to the Professional Military Knowledge-Eligibility Exam (PMK-EE) mobile application, released Aug. 5, improved functionality for Sailors and upgraded content to match current Navy standards and requirements.

Available via the Navy App Locker, version 2.7.3 of the mobile app includes the following updates:

- Exam questions and content for all pay grades
- Study materials for all pay grades
- Preserves the Sailor's completed progress
- Corrected code based issues related to the app upgrade
- Improved course completion workflow

In March 2020, the Navy Advancement Center (NAC) conducted a PMK-EE Advancement Examination Readiness Review (AERR) in Pensacola to review and update exam questions and bibliographies.

"We gathered Fleet Subject Matter Experts (FSMEs) from across the Navy to ensure that rating advancement and promotion eligibility exams were valid and that the bank item content was current, relevant, and correct," said NAC PMK-EE Team Leader Doc Wallach, Ph.D.

Numerous references were also updated to match current policy, programs, standards and recent modernizations to Navy systems and processes.

"PMK-EE is now more current, relevant, valid, and incorporates Sailor 2025 initiatives," said Wallach.

In addition to the content update, Sailors will see increased functionality with version 2.7.3.

"Sailors will find the improved app to be more user-friendly," said Wallach. "It will also save progress as Sailors complete each module and provide completion certificates directly to the Sailor's records."

It is recommended that Sailors continue to save their completion certificates electronically as a backup, said Wallach.

In order for Sailors to get the latest version of the PMK-EE mobile app, Sailors

must download the update onto their mobile device.

"It's important to note that current course completions will not be affected, and Sailors will not need to repeat already completed courses now that the new content is released," said Wallach. "That said, if they are in the middle of a module and have not yet completed it, say 15 out of 20 questions, it will not save that progress in the new version of the app."

PMK-EE still consists of 100 questions spread across five sections: Career Information, Leadership and Character, Naval Heritage, Professionalism, and Warfighting and Readiness.

"Sailors must take and pass the exam once per pay grade in order to advance to the next-higher pay grade," said Naval Education and Training Professional Development Center (NETPDC) Command Master Chief Gregory Prichard. "Failure to complete the PMK-EE by the established deadline will result in the Sailor being ineligible to advance."

The current advancement eligibility deadlines for PMK-EE completion are outlined in NAVADMIN 201/20:

- January AD/FTS E7 NWAE cycle – prior to Dec. 1 of the previous year
- February SELRES E4/5/6/7 NWAE cycle – prior to Jan. 1 of the same year
- March AD/FTS E4/5/6 NWAE cycle – prior to Feb. 1 of the same year
- August SELRES E4/5/6 NWAE cycle – prior to Jul. 1 of the same year
- September AD/FTS E4/5/6 NWAE cycle – prior to Aug. 1 of the same year

The mobile app update took several months to complete and included the combined efforts of multiple entities to include NETPDC, PMW-240, Tracen Tech, and the Navy Training Management and Planning System (NTMPS) team.

As part of the MyNavy HR Force Development team, NETPDC provides products and services that enable and enhance education, training, career development, and personnel advancement throughout the Navy. Primary elements of the command include the Voluntary Education Department, the Navy Advancement Center and the Resources Management Department.



MC1 Raymond D. Diaz III

Chief of Naval Operations (CNO) Adm. Mike Gilday addresses the U.S. Naval Academy Class of 2024 in Alumni Hall, Aug. 7. Gilday's visit comes towards the end of the class' "Plebe Summer," which is a summer training program designed to "turn civilians into midshipmen."

CNO speaks to U.S. Naval Academy Class of 2024

From Chief of Naval Operations Public Affairs

ANNAPOLIS, MD.

Chief of Naval Operations Adm. Mike Gilday visited the United States Naval Academy and spoke to the Class of 2024, Aug. 7.

Gilday told the new midshipmen that every Sailor is expected to exhibit professional competence and be men and women of character.

"America expects us to be the very best at what we do," Gilday said. "We must act with integrity and demonstrate our values in everything we do. That is what sets us apart from our adversaries."

The Naval Academy class of 2024 consists of 1,194 midshipmen who come from every state, the District of Columbia, Guam, Puerto Rico, as well as 13 foreign countries. The Class of 2024 includes 364 women and a total of 424 minority midshipmen, and 80 former enlisted Sailors and Marines. "This race you're in, it's a marathon and you are on mile one," Gilday said. "Keep your eye on the prize, be humble, and learn all you can here."

All midshipmen begin their four-year program at the Naval Academy with Plebe

Summer, designed to transform civilians into midshipmen. Plebe Summer typically lasts six to seven weeks and tests incoming midshipmen physically and mentally. But due to COVID-19, the induction period was shortened to four weeks to accommodate a two-week restriction of movement, to monitor incoming midshipmen for signs of the virus. The Class of 2024 is wrapping up their final week of training before beginning the fall semester of school.

Cmdr. Kelly Laing, the Naval Academy's officer-in-charge of Plebe Summer, said this year's Plebe experience is different from that of previous classes.

"This year has been a challenging year for this nation, and those challenges were significant for these Plebes, as their entire traditional Plebe Summer was upended," he said. "But they fulfilled every mission area we focused on to indoctrinate them morally, mentally, and physically, and it helped the class develop stamina, discipline and grit."

Gilday echoed similar sentiments. "Plebe Summer is tough enough without a pandemic, but the mental strength you have gained and the perseverance you've displayed will help propel you through the next four years at the Naval Academy," Gilday said. "You should be proud of yourselves; I know I am."

Founded in 1845, the U.S. Naval Academy is a four-year service academy that prepares midshipmen morally, mentally, and physically to be professional officers in the naval service.



MC2 Taylor M DiMartino

Hospital Corpsman 3rd Class Zakary Peterson, from Van, Texas, left, uses a nasal swab to conduct a COVID-19 test of Chief Personnel Specialist Melissa Colon, from Fajardo, Puerto Rico, aboard the Whidbey Island-class dock landing ship USS Germantown (LSD 42) during a complete crew screening for the virus, July 12. Germantown, part of America Expeditionary Strike Group, is operating in the 7th Fleet area of operations to enhance interoperability with allies and partners and serve as a ready response force to defend peace and stability in the Indo-Pacific region.

USS Germantown’s COVID-19 Rapid Response Team: Fighting a pandemic from the deckplates

By MC2 Taylor M DiMartino
USS Germantown (LSD 42) Public Affairs

EAST CHINA SEA

On July 12, 310 Sailors aboard the amphibious dock landing ship USS Germantown (LSD 42) received nasal swab tests to determine whether or not they had contracted COVID-19.

Within the week, all test results came back negative.

Much of the ship’s success at fighting the pandemic can be attributed to its COVID-19 Rapid Response Team (CRRT). Hospital Corpsman 2nd Class Clint Woods, from Fairmount, Ind., a critical Sailor behind the team’s success, is the team’s lead and Germantown’s preventative medicine technician (PMT).

“I came up with the idea during our last underway period to start a rapid response team on board,” said Woods, whose job as the ship’s PMT put him in charge of mitigating COVID-19. “We were juggling a lot of evolutions, and our relatively small medical team ensured that all COVID-19 risks were being mitigated. We had to properly sanitize everything.”

In March, during the early phases of Navy COVID-19 policy development, Woods realized it would take a much bigger team than just the ship’s medical personnel to prevent COVID-19 from getting on board the ship, he said .

“It was all about being available to be at more than one place at a time,” said Woods. “I needed people I could train and trust to be an asset in the fight against the coronavirus, people willing to push back against the pandemic.”

On April 6, Germantown’s commanding officer , Cmdr. Christopher Causee, designated 15 CRRT members of various backgrounds, representing each shipboard department.

Woods said Germantown’s medical department spent more than a month training CRRT members on everything from proper personal protective equipment wear to disinfectant and quarantine procedures. He said they are also trained to help with COVID-19 testing, and are certified under the Health and Insurance Portability and Accountability Act to handle patient records the same way a hospital corpsman might.

“Each CRRT member has stepped up in such a big way,” said Woods. “They have no problem dropping whatever they are doing for their regular work and hopping into an evolution to support all of the medical team’s efforts. We made sure they were more capable than the average Sailor of identifying COVID-19 related risks and carrying out the proper procedures when mitigating those risks.”

It is now commonplace to see Sailors

wiping down surfaces around the ship with disinfectant two-to-three times each day. In addition to regular flight deck crews, members of the CRRT equipped with handheld sprayers now stand ready at the flight line to disinfect incoming supplies delivered by helicopter. Other members stand nearby, disinfectant solution in hand, ready to spray each wrapped pallet as it is brought off the flight deck.

“Our ship was underway when the COVID-19 pandemic started, and we had to come up with a plan to remain free of the virus, keep our crew safe, and continue on with our mission,” said Lt. Kimberley Engols, from Sierra Vista, Ariz., Germantown’s dental officer and appointed “COVID officer.”

“Our first few planning meetings consisted of gathering the limited available data of the virus and finding ways to adapt protocol to our unique shipboard environment,” said Engols. “Working in confined spaces where distancing Sailors is challenging, we realized how strict protocol needed to be in order to prevent COVID-19 from entering our ship.”

Engols added that Germantown’s protocol is adapted from CDC recommendations to meet Navy operational requirements. It is continuously reviewed as new evidence emerges about transmission and disinfection, she said.

While his team’s actions have not always been convenient for Germantown’s crew, Woods said everyone understands the importance of setting a new routine for life aboard a warship during a pandemic.

Woods said the CRRT is responsible for implementing strict social distancing controls underway by periodically shutting down the gyms and ship’s store, limiting the number of personnel eating on the mess decks at once, and maintaining a 6-foot distance between Sailors in line for chow.

The team also ensures that masks are worn properly by every member of the crew.

“Everyone on board recognizes how serious the virus has become,” said Woods. “Even if these decisions are unpopular, they are necessary, and I have the CRRT members to thank for all of their incredible work enforcing these policies.”

Engols said the CRRT has played a vital role in keeping Germantown’s crew safe .

“The team continues to adapt to our mission and is ready to muster at any time of day as needed in response to any potential threat vectors,” said Engols. “Fighting COVID-19 on-ship, and keeping Germantown and our embarked crews safe and ready to take on our mission, is important. We are fortunate to have a team trained and ready.”

Woods said he agrees that the CRRT’s goal is keeping everyone on the ship healthy.

“We haven’t had a single case of COVID-19 on the ship, and I recognize that as evidence of how effective our team has been,” said Woods. “If we can keep concern about coronavirus at the back of everyone’s mind and allow Sailors to focus first on all the hard work they are doing on a daily basis at sea, then I know we are on the right track to beat this virus. My team’s ability to adapt and overcome has been phenomenal and has made all the difference in keeping our crew safe from coronavirus.”

Germantown is scheduled to conduct another routine test of its entire crew for COVID-19 in the coming weeks, said Woods .

Germantown, part of America Expeditionary Strike Group, is operating in the 7th Fleet area of operations to enhance interoperability with allies and partners, and serves as a ready response force to defend peace and stability in the Indo-Pacific region.

U.S. Navy, Air Force conduct joint integrated training in FDNF

By MC2 Codie Soule
Commander, Task Force 70 / Carrier Strike Group 5 Public Affairs

PACIFIC OCEAN

The U.S. Navy and Air Force are conducting joint integrated training off the coast of Northern Japan. Units and personnel assigned to the Ronald Reagan Carrier Strike Group, Navy Electronic Attack Squadron (VAQ) 131, and the Air Force 35th Fighter Wing began coordinated operations, August 1.

Integrated training includes air-to-air operations, combat search and rescue drills, and air defense exercises to increase joint force capability to respond to regional contingencies and maintain warfighting readiness in the Indo-Pacific.

“Our ability to integrate our Air Force brothers and sisters in the air anywhere in the Indo-Pacific theater is unmatched,” said Capt. Michael Rovenolt, commander, Carrier Air Wing 5. “Our integration provides enhanced capabilities and readiness in support of our enduring commitments to our allies and partners.”

The U.S. Navy regularly conducts exer-



MC3 Jason Tarleton

Aircraft fly in formation over the Navy’s only forward-deployed aircraft carrier USS Ronald Reagan (CVN 76), Aug. 5. Ronald Reagan, the flagship of Carrier Strike Group 5, provides a combat-ready force that protects and defends the United States, as well as the collective maritime interests of its allies and partners in the Indo-Pacific region.

cises with other U.S. military branches in the Indo-Pacific to build and maintain warfighting readiness that is responsive, flexible, and honors enduring commitments to mutual defense agreements with regional allies and partners.

“Improving interoperability with our Navy counterparts and increasing our collective capabilities better prepares the joint team to meet our commitments in the Indo-Pacific region,” said Col. Jesse Friedel, 35th Fighter Wing commander. “We are dedi-

cated to building a networked security architecture capable of deterring aggression, maintaining stability and ensuring free access to waterways.”

“Integrating our mission sets, especially between VAQ-131 and the 13th and 14th Fighter Squadrons here, has been especially rewarding to witness, as both squadrons focus on the suppression of enemy air defenses. Flying together provides the most accurate training sight picture for our aircrews, ensuring we can meet the needs of

this region if and when called upon.”

The Ronald Reagan Carrier Strike Group is underway with the aircraft carrier USS Ronald Reagan (CVN 76), the Ticonderoga-class guided-missile destroyer USS Antietam (CG 54) and squadrons assigned to Carrier Air Wing (CVW) 5 embarked aboard Ronald Reagan.

The Ronald Reagan Carrier Strike Group is forward deployed to the U.S. 7th Fleet area of operations in support of a free and open Indo-Pacific.



MC2 Dominique M. Lasco

Lt. Cmdr. Chris Cassidy smiles after donning his space suit during zero gravity training at the Neutral Buoyancy Lab, March 24, 2009. The NBL is a pool that simulates zero gravity to train astronauts for upcoming missions. The NBL contains full mock-ups of the International Space Station for the astronauts to train with. Cassidy, a U.S. Navy SEAL, is a mission specialist on the upcoming mission STS-127 to the International Space Station scheduled for June of this year.

SEALS IN SPACE

By MC3 Alexander P Perlman
Naval Special Warfare Command Public Affairs

SANDIEGO, CALIF.

It is no secret that Navy SEALs, the special operations force of the U.S. Navy, are constantly striving to out-perform themselves and each other, but how far can they go? In 1984, one of them went above and beyond his teammates and made history.

“At the time, NASA was taking astronaut candidates who were not just pilots,” said Capt. William Shepherd, retired SEAL, and the first commander of the International Space Station. “There were candidates made up of doctors, engineers and scientists, and I looked at that and said, ‘You know I’ve spent a lot of time in the water in my SCUBA gear, and that’s an awful lot like being in a space suit, so I think I’ll just apply and see what happens.’”

Not long after, Shepherd learned he would become a member of the NASA Astronaut Corps, making him not only the first military non-aviator, but also the first Navy SEAL to go through astronaut training in U.S. history.

After four years of training, Shepherd embarked on the space shuttle mission STS-27 (Space Transformation System 27), and launched into space for his first time Dec.2, 1988 from the John F. Kennedy Space Center, Cape Canaveral, Fla.

“We are now at a crossroads, deciding whether we are bound to inhabit only the Earth, or if humans are to live and work far from the home planet,” said Shepherd in an interview regarding the 5th anniversary of continuous life aboard the International

Space Station. “Let us continue now with new explorations which are more expansive and more bold; voyages which will define us as a space-faring civilization.”

Shepherd’s path to becoming an astronaut in service to the country started with Underwater Demolition Team ELEVEN, then SEAL Teams ONE and TWO, and Special Boat Unit TWENTY, all operating in the Pacific, Atlantic and European theaters.

Although Shepherd was standing in the ranks among the most highly trained warriors in the world, he looked towards the stars to achieve more, he wasn’t the only one. Capt. (SEAL) Chris Cassidy, a current astronaut, spent more than 10 years in the SEAL teams and was directly influenced by the previous achievements of Shepherd.

“In my experience with the SEAL teams and with going through BUD/S, it’s given me the confidence to know I can accomplish anything that I want,” said Cassidy in an interview with U.S. Navy SEAL & SWCC Page. “If you look at SEALs after their life in the teams, you’ll find people in all different sectors of industry doing all types of things. I personally always had an interest in astronauts, and I followed Capt. Shepherd’s career and was inspired by him to be an astronaut.”

In 2004, Cassidy was selected for NASA’s Astronaut Candidate Class and joined a group of fellow explorers including pilots and engineers. Shortly after selection, he began intensive training that included land survival, T-38 jet ground and flight training, Shuttle orbiter systems training, space station systems training, science and

engineering briefings and orientation tours at all NASA centers, including the Kennedy Space Center and Marshall Space Flight Center, Huntsville, Ala.

Currently, Cassidy is in command of the International Space Station on ‘Expedition 63.’ The current mission he leads is conducting research investigations focused on biology, earth science, human research, physical sciences and technology development, as well as providing the foundation for continuing human spaceflight beyond low-earth orbit to the Moon and Mars which is central to future space exploration as part of NASA’s Artemis program.

The Artemis program is an ongoing U.S. government-funded crewed spaceflight program with the goal of landing “the first woman and the next man” on the Moon by 2024, and it is likely that a U.S. astronaut currently serving in the program will be the next American to step on the surface of the Moon.

It is possible that astronaut could be Lt. (SEAL) Jonny Kim.

In 2002, Kim decided to leave his hometown of Santa Monica, Calif. to enlist in the Navy and join the ranks of Naval Special Warfare operators.

“I didn’t like the person I was growing up to become. I needed to find myself and my identity,” said Kim in an interview with former SEAL, Jocko Willink. “And for me, getting out of my comfort zone, getting away from the people I grew up with, and finding adventure, that was my odyssey, and it was the best decision I ever made.”

After completing Basic Underwater Demolition/SEAL (BUD/S), Kim was assigned as a Special Warfare Operator to SEAL Team THREE Charlie Platoon and

served as a Special Operations Combat Medic, sniper, navigator and point man on more than 100 combat operations spanning two deployments to the Middle East including Ramadi and Sadr City, Iraq.

His experiences as a medic taught him about teamwork, humility and service. Upon returning home, he decided to challenge himself yet again and applied for a commissioning program that put him on the path to become a medical doctor. Kim’s application was accepted and he began his residency to Harvard Medical School, Boston, Mass.

In 2017, Kim was a resident physician in emergency medicine with Partners Healthcare at Massachusetts General Hospital, and Brigham and Women’s Hospital in Boston. He finally met his goal of becoming a doctor, but he didn’t stop there. That same year, he applied to become an astronaut and was accepted, joining NASA’s team on the Artemis program.

“I was told that with the right attitude, and with enough hard work, if you get up after every time you fail, you can amount to something and you can do positive work. You can leave a positive mark for our world, and that’s what I aim to do,” said Kim.

Kim’s unwavering perseverance led him to be the outstanding American that many call a hero, and he encourages many others to follow in his path of greatness as well.

“Don’t let that hunger for the unknown go away,” said Kim. “That curiosity is so important, so you should maintain that passion for what you do. Never in a million years would I have thought I could have been an astronaut candidate. I didn’t have the confidence from my childhood, but dreams are possible and all good things in life are hard to get, so persevere and don’t give up!”

USNS Yukon aids distressed mariners in Arabian Sea

From NAVCENT Public Affairs

MANAMA, BAHRAIN

The Military Sealift Command’s fleet replenishment oiler USNS Yukon (T-AO 202) provided assistance to a motor vessel in distress in the Arabian Sea Aug. 7.

Upon notification of the situation, the Combined Maritime Forces watch center contacted Yukon to assist the motor vessel Wadi Karan due to its close proximity.

Wadi Karan had experienced engine failure 10 days earlier and its crew had run out of food and water.

After assessing the situation, the Yukon crew provided food and water, and remained on station until Omani naval forces were able to arrive and render further assistance.

The Yukon crew strictly adhered to coronavirus (COVID-19) mitigations of social distancing and the wearing of face coverings in order to prevent the transmission between crews.



MC2 Jordan Crouch

Sailors aboard a rigid hull inflatable boat assigned to the Military Sealift Command’s fleet replenishment oiler USNS Yukon (T-AO 202) transit from the distressed motor vessel Wadi Karan after rendering assistance in the Arabian Sea Aug. 7. Yukon is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and Pacific through the Western Indian Ocean and three critical chokepoints to the free flow of global commerce.

The U.S. 5th Fleet regularly operates with coalition forces and regional partners to maintain maritime domain awareness necessary to facilitate aid like this to mariners in distress.

“The duty to help each other when in need is something that all mariners share, civilian and military alike,” said Navy Capt. Michael O’Driscoll, commander of Task Force (TF) 53. “The sailors and civilian mariners aboard MSC ships are trained and ready to answer this call whenever possible.”

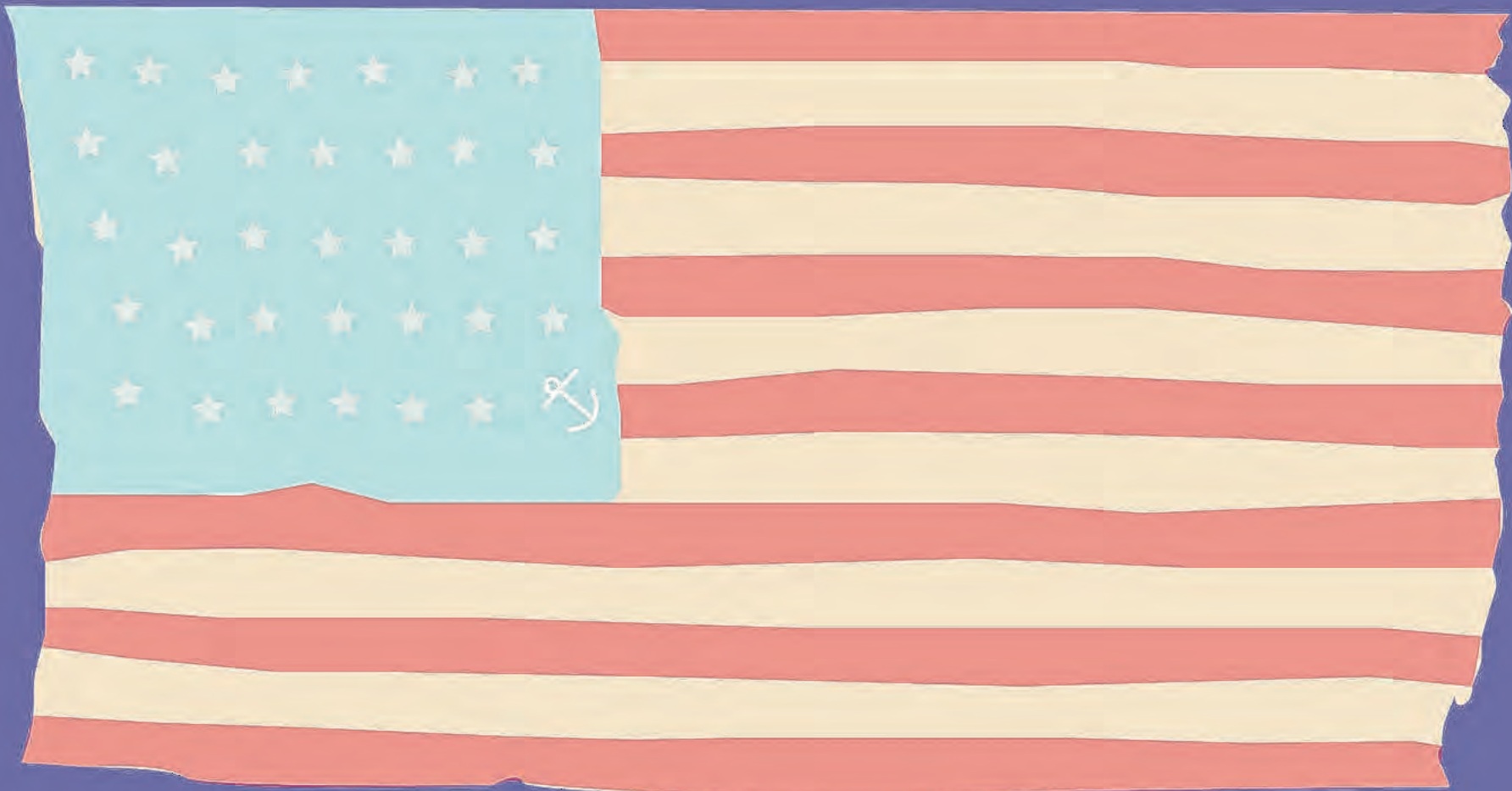
The 1974 International Convention for the Safety of Life at Sea (SOLAS) outlines the obligation of all mariners to provide assistance to those in distress at sea.

The U.S. 5th Fleet area of operations encompasses about 2.5 million square miles of water area and includes the Arabian Gulf, Gulf of Oman, Red Sea and parts of the Indian Ocean. The expanse is comprised of 20 countries and includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab al Mandeb at the southern tip of Yemen.



Old Glory

A part of the collection of the Smithsonian Institute and located at the National Museum of American History is ‘Old Glory.’ The name was first used on August 10, 1831 by its once owner, Captain William Driver, while he commanded the brig Charles Doggett. ‘Old Glory’ became an object of Confederate contempt, surviving multiple attempts of being seiged and defaced. After Driver’s death in 1886, his daughter, Mary Jane Roland, presented the relic to President Warren G. Harding in 1922.



MCSN Ashley Croom

U.S. Navy littoral combat ship USS St. Louis joins the Fleet

Commander, Naval Surface Force Atlantic Public Affairs

MAYPORT, FLA

The U.S. Navy commissioned Freedom-variant littoral combat ship USS St. Louis (LCS 19), August 8.

Due to public health safety concerns and restrictions of large public gatherings related to the novel coronavirus (COVID-19) pandemic, the Navy commissioned St. Louis at a private event.

“Nearly 200 years after the first ship to bear the name was launched, today we commission the seventh USS St. Louis,” said Secretary of the Navy Kenneth J. Braithwaite. “Much like that sloop of war did in 1828, LCS-19 and her crew will protect the U.S. and our interests near and abroad. Whether conducting counter-narcotic operations in the Caribbean or working to enhance interoperability with partners and allies at sea, USS St. Louis will provide maneuverability, stability and lethality in today’s era of Great Power Competition.”

Adm. Craig Faller, commander of U.S. Southern Command, said littoral combat ships, like the St. Louis, have played an important role supporting operations in his command’s geographic area of focus.

“The littoral combat ship has proven to be an effective and adaptable platform capable of multiple missions in our area of responsibility,” Faller said. “It has become an endgame enabler for U.S. Coast Guard law enforcement authorities who disrupt transnational criminal organizations and the smuggling of deadly narcotics. Adding the LCS to our Enhanced Counter Narcotics Operation is helping save lives.”

Rear Adm. Brad Cooper II, Commander, Naval Surface Force Atlantic, welcomed the ship that brings capabilities to counter diesel submarine, mines, and fast surface craft



MC2 Alana Langdon

The newly-commissioned Independence-variant littoral combat ship USS St. Louis (LCS 19) flies ceremonious flags during its first moments of life at it’s homeport, Naval Station Mayport, Aug. 8. LCS 19, the seventh ship in naval history to be named St. Louis, will be homeported at Naval Station Mayport.

threats to the world’s premier Surface Force.

“St. Louis brings speed and agility to the fleet,” said Cooper. “Congratulations to St. Louis’ captain and crew for all of your hard work to reach this milestone. You join a proud Surface Force that controls the seas and provides the Nation with naval combat power when and where needed.”

Barbara Broadhurst Taylor, the ship’s sponsor, offered congratulations to everyone who played a role in delivering USS St. Louis to service.

“To witness the skill and commitment of the officers and crew of USS ST LOUIS as they brought our magnificent ship to life has been one of the greatest honors of my life. All of us in the great city of St. Louis are proud to be part of our ship’s historic legacy and extend our appreciation and lasting friendship to the crew and their families,” Taylor said. “Your patriotism and dedication to preserving peace and freedom inspires us. May God bless our ship and all who sail her.”

Charles Williams, Assistant Secretary of the Navy for Energy, Installations, and Environment expressed gratitude to the ships sponsor for their commitment to the Navy. “I want to express the Navy’s deep appreciation to the Taylor family. Much of what they

do is anonymous but believe me when I say they are the preeminent philanthropic family of the St. Louis community and a donor to Navy causes,” said Williams.

St. Louis’ commanding officer, Cmdr. Kevin Hagan, reported the ship ready.

“I’m incredibly proud of the work the crew of St. Louis put in to get this ship ready to sail. I am absolutely honored to lead this crew through all of the trials required of a brand-new ship in the fleet,” said Hagan. “Their perseverance and dedication will set the foundation for our crew and for all future crews that will call USS St. Louis their home.”

St. Louis is the 22nd LCS to be delivered to the Navy, and the tenth of the Freedom-variant to join the fleet and is the seventh ship to bear the name. The first St. Louis, a sloop of war, was launched in 1828. It spent the majority of its service patrolling the coasts of the Americas to secure interests and trade. In addition, it served as the flagship for the West Indies Squadron working to suppress piracy in the Caribbean Sea, the Antilles and the Gulf of Mexico region.

The littoral combat ship is a fast, agile and networked surface combatant, and the primary mission for the LCS includes countering diesel submarine threats, littoral mine

threats and surface threats to assure maritime access for joint forces. The underlying strength of the LCS lies in its innovative design approach, applying modularity for operational flexibility. Fundamental to this approach is the capability to rapidly install interchangeable mission packages (MPs) onto the seaframe to fulfill a specific mission and then be uninstalled, maintained and upgraded at the Mission Package Support Facility (MPSF) for future use aboard any LCS seaframe.

Participating in the ceremonial flyover for the commissioning of the Navy’s newest littoral combat ship included two MH-60R, assigned to Helicopter Maritime Strike Squadron (HSM) 60 and HSM-70, based out of Naval Air Station (NAS) Jacksonville. Primary missions of the MH-60R include Anti-Submarine Warfare, Anti-Surface Warfare, Surveillance, Communications Relay, Combat Search and Rescue, Naval Gunfire Support and logistics support.

When the USS St. Louis is paired with world’s most advanced maritime helicopter, the MH-60R, it will have a robust anti-submarine mission capability that is fully interoperable with the U.S. Navy and its coalition partners.

STORIES | *Norfolk Navy Yard more than doubled its physical size, turbocharged its productive capacity*

Continued from B1

extensive salvage system and using quick-drying paints helped speed repairs. In one instance, even the Greyhound Bus Company was called to assist in supplying a diesel engine.

NNSY’s first casualty of World War II arrived May 12, 1941, somehow as quietly as it was sizable. After German dive bombers hammered the British aircraft carrier HMS Illustrious during a seven-hour attack off Malta, it arrived at the Navy yard under its own power to undergo repairs to its flight deck, most of its electrical system, and extensive equipment. Local news media helped keep the carrier’s fate a secret, thanks in part to Secretary of the Navy Frank Knox asking people to keep mum on the matter. The widespread vow of silence proved effective, as during its six months in the yard, German broadcasts claimed on multiple occasions Illustrious had been sunk. In addition to British vessels, French, Canadian, Dutch, Russian, and Australian ships were among the 216 foreign warships repaired or overhauled at NNSY during the war, beneficiaries of the Lend-Lease Bill sharing resources between Allied nations. During several of these repair jobs, shipyarders had to contend with unfamiliar systems on foreign ships.

In the midst of that workload, NNSY repaired the U.S. Navy’s own warships, damaged from bombs, torpedoes and kamikaze attacks alike. These included the heavy cruiser USS Chester (CA-27), damaged near Guadalcanal in October 1942 when a Japanese torpedo hit midship on the port-side and smashed the forward engine rooms, killing 11 and wounding 12 more. When the destroyer USS Kendrick (DD-612) had its stern heavily damaged by a German dive bomber in September 1943, the shipyard built a new one. After the light cruiser USS Honolulu (CL-48) suffered a portside torpedo attack prior to the Battle of Leyte Gulf in October 1944, NNSY restored it to become a training ship. The Navy yard made a new bow for USS Lindsey (DM-32) after a dramatic and deadly Pacific battle in April 1945 with two kamikaze planes striking the vessel, killing 57 and wounding 57 others. Sometimes multiple repair jobs arrived on the same day, as in the case of USS Hobson (DD-464) and USS Sangamon (CVE-26) in June 1945, both victims of kamikaze attacks. Whether it be smashed hulls, crippled machinery, or critical electrical equipment to repair, Norfolk Naval Shipyards married ingenuity and efficiency to quickly fix vessels and return them to sea.

IT’S A SABOTAGE!

Beyond battle repairs, ship conversions and alterations at NNSY may have proved equally significant in helping secure victory. Continually shifting priorities based on naval needs—one week might have been landing craft and cargo ships, while the next was attack transports and command ships—NNSY performed a number of remarkable conversion jobs. Not just limited to changing the type of vessel, but even the country it served, NNSY transformed the 20,000-ton German cargo liner TS Windhuk into the U.S. Navy transport USS Lejeune (AP-74) beginning in spring 1943. The vessel was captured in South American waters after its crew sabotaged it by melting its boiler tubes, pouring concrete into the main propulsion machinery, and using torches to ruin main shaft roller bearings. Over a period of eight months, NNSY workers in-



U.S. Navy Norfolk Naval Shipyard’s first of three aircraft carriers constructed during World War II, USS Shangri-La (CV-38), shown here at its Feb. 24, 1944 commissioning, reported to the Fast Carrier Task Force in April 1945, launching air strikes on targets in Tokyo, providing close air support over Okinawa, airdropping supplies to Allied prisoners in Japan and later assuming occupation duties.

stalled new turbines and boilers, repaired the main shafts, added armament, and repurposed the ship to transport troops. Lejeune subsequently made ten round trips across the Atlantic, able to carry up to 4,650 servicemembers at a pop.

BUILDING FOR VICTORY

Given their value in the Pacific during World War II, the shipyard devoted great attention and effort in constructing its three Essex-class aircraft carriers. While many U.S. carriers of the era were named after pivotal battles in national history, NNSY’s first, USS Shangri-La (CV-38), immediately distinguished itself by being named after a joke. When reporters questioned President Franklin D. Roosevelt about the launch site of the American B-25s making the first bombing raid on Japan in April 1942, he quipped that they came from "Shangri-La," the mythical land in James Hilton’s novel Lost Horizon. In protecting the carrier USS Hornet (CV-8) from enemy retaliation, Roosevelt also inspired the name of a carrier that helped end the war. Reporting to the Fast Carrier Task Force in April 1945, Shangri-La launched air strikes on targets in Tokyo, provided close air support over Okinawa, airdropped supplies to Allied prisoners in Japan and later assumed occupation duties. While NNSY’s other two carriers – USS Lake Champlain (CV-39) and USS Tarawa (CV-40)—were commissioned too late in 1945 to participate in battle, Lake Champlain set speed records transporting more than 5,000 Americans home from Europe as part of Operation

Magic Carpet.

The shipyard showcased great versatility in constructing a variety of ships during this period, including the battleship USS Alabama (BB-60), which still exists as a museum ship in its namesake state. Alabama earned nine battle stars providing fire support and anti-aircraft screening in the invasions of Saipan, Guam, and Okinawa, blasting Japanese factories and defenses to the end of the war. NNSY’s destroyers USS Herndon (DD-638) and USS Shubrick (DD-639) performed antisubmarine patrol duty and fire support, including on D-Day, as well as escorted troopships across the Atlantic. At war’s end, Herndon sailed to China where a Japanese surrender ceremony took place aboard. In a testament to the Navy yard’s craftsmanship, the unsinkable Shubrick survived multiple deadly attacks, returning to the U.S. on one screw after being struck by a 500-pound bomb at Palermo, and another return trip on one engine after a kamikaze attack in the Pacific. NNSY also constructed ten destroyer escorts, as well as the minesweepers USS Raven (AM-55), USS Osprey (AM-56) and USS Auk (AM-57), with Raven and Osprey participating in minesweeping in advance of D-Day. NNSY built 50 50-foot landing craft, mechanized (LCM) in summer 1942, able to transport 30 tons of cargo ashore for invasions at Normandy, North Africa, France, Italy and the Pacific islands. The shipyard also built 20 tank landing ships to support a multitude of amphibious assaults in Europe and the Pacific.

METTLE IN MANUFACTURING

Though less dazzling than repairing a crippled aircraft carrier or constructing a 34,800-ton one from scratch, it takes many products and parts to win a war, and NNSY manufactured

\$200 million worth of goods from 1939 through 1945. Boats of all types, from whale boats to admirals’ barges, were built. More than 5,000 diesel engines of three types – 25, 65 and 105 horsepower – were built for small boats. Motor blocks and other major parts were cast in NNSY’s foundry, with engines assembled in the yard’s Inside Machine Shop. Many went directly into the small boats being built in the yard, while hundreds of others were shipped out to naval bases. Other manufactured products included metal furniture, anchors, chains and turret castings. Turbine blades, destroyer propellers, bomb casings, bomb racks, other ordnance items, and various machinery parts came from NNSY’s shops.

“World War II left a lasting impact in America’s Shipyard that’s felt even 75 years later, as NNSY doubled in physical size, vastly increased its productive capacity, and proved the possibilities of what can be accomplished when the workforce rallies around a common, vital goal,” said Shipyard Commander Captain Kai Torkelson. “And just as our predecessors did 75 years ago, it’s on the shoulders of every one of us at this great shipyard to maintain our nation’s ships, and deliver unmatched warfighting capability to our nation’s fleet.”

Stennis with Carrier Air Wing Nine and Boxer with the 11th Marine Expeditionary Unit receive award for aviation safety

By MC2 Joseph Holbert
Naval Safety Center Public Affairs

The Navy annually recognizes one aircraft carrier and one amphibious ship with its attached air wing (CVW) and Marine expeditionary unit (MEU), respectively, with the Admiral Flatley Memorial Award for Aviation Safety. This year’s recipients are USS John C. Stennis (CVN 74) with CVW 9 and USS Boxer (LHD 4) with the 11th MEU.

The award recognizes operational readiness and excellence, high-velocity outcomes and exceptional safety program and record for the last fiscal year.

Sailors and Marines on flight decks across the naval enterprise perform complex and hazardous tasks, sometimes for long hours, to accomplish the mission. One commonality amongst these Sailors and

Marines is the often-unsung heroes who work side-by-side, ensuring their safety for every evolution.

Sailors wearing the green cross on the back of their MK-1 life preservers (float coats) belong to the ship’s safety division and their sole objective is to safeguard every Sailor and Marine’s safety onboard the vessel. Working with the ship’s crew and their CVW or MEU counterparts, these integrated teams strive to maintain the highest state operational readiness by ensuring safety is inculcated into every activity.

The award recipients’ safety teams excelled at their mission of providing a safe working environment during complex evolutions.

Among their accomplishments, the Boxer’s Occupational Safety and Health programs’ procedural compliance helped lead

the ship to a class A and B mishap-free year. Boxer heightened the crew’s risk awareness through training, supervision and ensuring operational risk management training requirements are met by reviewing them during safety stand downs. Additionally, Boxer developed a safety database of discrepancies found during daily walk-throughs of the ship, enabling the safety division to post discrepancies, manage mitigation efforts, and improve the overall safety of the workplace.

An effective safety team is “focused on the same safety mission, identifying hazards, working safely and preventing accidents,” said Aviation Boatswain’s Mate First Class Erika Velezvelez, Boxer safety team member. “Overall, safety teams understand safety goals and are committed to achieving them. Everyone works to-

gether toward the same goal to achieve success.”

For John C. Stennis with CVW 9, the team improved its hazard awareness, procedural processes and training. This collaboration established the conditions for 10,403 incident-free fixed-wing launches and recoveries, 11,126 successful sorties, qualification of 42 student naval aviators, and zero class A mishaps during the last fiscal year.

Winning the award “is a direct reflection on our ability to do risk mitigation and do it effectively so we can preserve our material and personnel assets,” said Lt. Steve Augustine, John C. Stennis’ industrial hygiene officer.

A well-managed safety team does more than ensure crew safety – it gives Sailors and Marines assigned to the unit a sense of comfort when completing tasks with an assumed level of danger.

“It creates a safety culture where everyone is committed to working safely as a team, efficiently accomplishing missions and ensuring personnel well-being, both physically and mentally,” said Chief Aviation Machinist Mate Timothy John Merilos, Boxer safety division leading chief petty officer.



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See **A2**

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www.history.navy.mil

PERSONAL AWARDS

A U.S. NAVY TRADITION

The earliest known use of awards dates back to Ancient Egypt, beginning with the “Order of the Golden Fly.” These awards were usually reserved for nobility and identified them as members of the military class.

www.academia.edu/241855/Ahhotep_I_and_the_Golden_Fly



“A SOLDIER WILL FIGHT LONG AND HARD FOR A BIT OF COLORED RIBBON.”

-NAPOLEAN BONAPARTE

Most decorated enlisted Sailor:

BMC JAMES E. WILLIAMS



<http://www.public.navy.mil/surflant/ddg95/Pages/Namesake.aspx>

Most decorated officer:

VICE ADM. JAMES STOCKDALE



<http://www.usna.edu/Ethics/bios/stockdale.php>

Ribbons were developed to replace medals as the method of displaying awards during working days.



Medals can be adorned with different devices to represent various honors, such as stars for multiple awards, or a “V” device to signify valor in combat as shown here:

U.S. Navy Uniform Regulation 5301 - 5319 Awards



Awards are worn on the left breast. This tradition dates back to Crusaders wearing badges of honor from their military order over their heart.

Naval Ceremonies, Customs, and Traditions, Fifth Edition, Mack and Connell

When wearing medals with formal dress, ribbons that have no corresponding medal are worn over the right breast.

U.S. Navy Uniform Regulation 5301 - 5319 Awards

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Virginia Beach FunkFest Beach Party is free and virtual

From The Sandler Center

VIRGINIA BEACH

The 11th Annual Virginia Beach FunkFest Beach Party presented by Chartway Federal Credit Union is so loved by thousands of fans that the COVID-19 pandemic can't prevent it from happening again this year. Live! On Atlantic will present this year's festival with a free two-night broadcast event on August 29 and August 30 from 8 to 9:30 p.m. Shows will broadcast exclusively on YouTube, Facebook, and WSKY.

No FunkFest performances will occur on the beach at the oceanfront this year. All concerts will be virtual and online. Links for the concert broadcasts are:

YouTube:
www.youtube.com/visitvabeach
Facebook:
www.facebook.com/visitvabeach,
www.facebook.com/liveonatlantic
www.facebook.com/sandlercenter.

WSKY is carried mainly on channel 4, except on the Charter Spectrum system in Suffolk, where it is carried on channel 10. A high definition feed is available on Cox digital channel 1004, Spectrum channel 703 in Suffolk, channel 704 in Manteo, and channel 1232 in Elizabeth City, and Media-com channel 804.

Performances hosted by Sandler Center for the Performing Arts in Virginia Beach's Town Center will not be open to the public. Everyone is invited to watch the free online broadcasts from the safely social-distanced comfort of their homes.

Saturday's show features E.U. (Experience Unlimited) and Rose Royce.

AUGUST 29

E.U.'s unique blend of "Go-Go Funk," urban, R&B, and soul has made them an extremely popular live band since the 1980's. Their loyal fanbase began following the D.C.-based group with the No. 1 hit "Da Butt" and Top 10 follow-up "Buck Wild." Several additional E.U. records made the Billboard charts. Their songs reached new fans when their tunes were featured in Spike Lee movies and Xbox games.



Rose Royce

Courtesy photo



The Dazz Band

Courtesy photo

Rose Royce's Grammy Award first record "Car Wash" went platinum. Rose Royce has earned eight gold and five platinum records for "Love Don't Live Here Anymore," "Do Your Dance," "I'm In Love," "I Wanna Get Next To You," and "Wishing on A Star."

AUGUST 30

Cameo has more than three decades as a

major funk band, selling almost 20 million Top 10 records, and performing around the world. Their stunning and legendary live shows coupled with an enormous following of dedicated fans resulted in the Westgate Las Vegas Resort & Casino hiring them for a year-long residency.

The Dazz Band was the first Funk/R&B groups to win a Grammy Award out of Cleveland, Best Performance by a Group or

Duo for "Let It Whip." The Dazz Band has released 20 hits on Billboard Chart. They were one of the most popular and frequent acts on Soul Train in the 1980's and 90's.

The virtual 11th Annual Virginia Beach FunkFest Beach Party presented by Chartway Federal Credit Union is sponsored by the City of Virginia Beach as part of Live! On Atlantic, and Tito's Handmade Vodka and is produced by IMGoing.

Nauticus' Big Whisky Porch serving up free ice cream in August

From Nauticus

NORFOLK

Here's the scoop – Nauticus has a delicious plan for families to beat the heat this summer. Each Wednesday in August, the Big Whisky Porch restaurant will serve up a free scoop of hand-dipped ice cream to every child that visits Nauticus.

"Our goal is to create a true Americana experience this summer," said Nauticus executive director, Stephen E. Kirkland. "Touring the nation's last battleship and then cooling off with a scoop of ice cream on our outdoor front porch just seemed perfect."

Nauticus' new outdoor restaurant, the Big Whisky Porch, overlooks the Elizabeth River and has become a popular downtown spot for lunch, drinks, or dinner. The restaurant proudly serves a variety of flavors of Hershey's ice cream.

One scoop of ice cream per child (ages 15 and younger) will be served with proof of admission each Wednesday in August (August 12, 19 and 26). Ice cream offer is valid from 10 a.m. – 4 p.m.. Nauticus operating



Courtesy photo/

hours are 10 a.m. to 5 p.m. Wednesday through Saturday, and Noon to 5 p.m. on Sundays.

Admission to Nauticus Battleship Experience starts at a discounted rate of \$9 per child, \$11 per adult. New small group add-

on adventures including a Sail Away Boat Excursion, Behind the Scenes Aquarium Tour and more start at \$10 per person.

Food



Mike Garten

PSL, meet your match — this pumpkin cake is soooooo good

The Good Housekeeping Test Kitchen

Prepare to impress: This decadent, over-the-top, and shockingly easy Pumpkin Spice Cake will make jaws drop everywhere. Three layers of unapologetically flavorful cake (there’s a full tablespoon of the season’s signature pumpkin pie spice in the batter), show-stopping meringue frosting, and rich and tangy cream cheese filling make this recipe the absolute best pumpkin recipe to make for fall. A drizzle of molasses in the batter gives it extra oomph, while a quick torch of the meringue frosting (optional, but good) develops even better flavor — think heavenly toasted marshmallow vibes.

HOW DO YOU MAKE PUMPKIN SPICE CAKE FROM SCRATCH?

Despite its ridiculously ‘gram-gorgeous look, this pumpkin cake is easy to prepare in just a few straightforward steps.

First, you’ll make the cake batter using just two bowls and a mixer. Pour the spice-flecked batter into three 8-inch cake pans; these will be your layers.

Next, mix cream cheese, butter, and sugar together to create the simplest-ever cream cheese filling that makes this fall cake recipe even more luxurious and moist.

Finally, we’ll show you how to prepare the fluffy meringue frosting using a basic double-boiler method. Bonus: If you have a culinary torch, toasting the meringue gives it a deep, caramel-y depth of flavor. Just stack all the layers with the cream cheese filling, top with the sweet, airy meringue, and dip a fork into delicious, autumn-scented bliss.

Pumpkin spice cake

Yields: 16
Prep time: 0 hours 40 mins
Total time: 1 hour 20 mins
Ingredients
For the Cake
3 c. all-purpose flour
1 tbsp. pumpkin pie spice
2 tsp. baking powder
1 tsp. baking soda
1/2 tsp. salt
1 15-oz. can pure pumpkin
1/4 c. molasses (not blackstrap)
2 tsp. vanilla extract
1 3/4 c. granulated sugar
1 c. (2 sticks) butter, softened
4 large eggs

FOR THE CREAM CHEESE FILLING
2 8-oz. bricks cream cheese, softened
6 tbsp. butter, softened
1 c. confectioners’ sugar
1/8 tsp. salt

FOR THE FLUFFY WHITE FROSTING
3 large egg whites, room temperature
1 c. granulated sugar
1/4 c. water
1 tsp. light corn syrup
1/4 tsp. cream of tartar

DIRECTIONS
Prepare Cake: Preheat oven to 350 degrees F. Grease three 8-inch cake pans. Line bottoms with parchment paper; grease paper. Dust pans with flour. In medium bowl, whisk flour, pumpkin pie spice, baking powder, baking soda, and salt. In another medium bowl, stir pumpkin, molasses, and vanilla. With mixer on medium speed, beat sugar and butter until well blended and creamy, scraping side of bowl as needed. With mixer on low speed, beat in eggs, one at a time. Add flour mixture and pumpkin mixture, alternating. Beat until smooth, scraping down side of bowl as needed. Divide batter evenly among prepared cake pans. Bake 30 to 35 minutes or until toothpick inserted into centers comes out clean. Cool on wire rack 10 minutes. Loosen sides of cake with offset spatula. Invert cakes onto wire rack; cool completely.
Prepare Cream Cheese Filling: With mixer on medium speed, beat cream cheese and butter until fluffy. Beat in confectioners’ sugar and salt until blended.
Prepare Fluffy White Frosting: In 4-quart saucepan, heat 1-inch water to simmering on high. Reduce heat to medium. Place medium stainless steel bowl on top of pan. With hand mixer on high speed, beat egg whites, sugar, water, corn syrup and cream of tartar until soft peaks form and temperature reaches 160 degrees F on candy thermometer, about 5 to 7 minutes. Carefully remove bowl from pan. Continue beating another 5 to 10 minutes or until stiff peaks form.
Assemble Cake: Place 1 cake layer on cake plate; spread with half of Cream Cheese Filling. Repeat with second cake layer and remaining filling. Top with final cake layer. Spread Fluffy White Frosting over sides and top of cake. Toast frosting with culinary torch if desired.

The ultimate healthy party dip

By The Good Housekeeping Test Kitchen

A healthy and hearty make-ahead dip, this recipe is the ultimate side dish to bring to your next potluck or backyard party. It’s easy and inexpensive to put together, and your crowd will surely love it — just don’t forget the chips!



Mike Garten

Cowboy Caviar

Yields: 5 cups
Total time: 0 hours 45 mins

INGREDIENTS
1/3 c. lime juice
1 tbsp. olive oil
1/2 clove garlic, grated
Kosher salt and pepper
1 15.5-oz can black-eyed peas, rinsed
1/2 lb. Campari or plum tomatoes, cut into 1/4-inch pieces
2 scallions, finely chopped
1 yellow pepper, finely chopped
1 large jalapeño, finely chopped
1 c. fresh corn kernels, from about 2 ears
1 avocado, cut into 1/2-inch pieces
1/2 c. fresh cilantro, chopped
Chips, for serving

DIRECTIONS
In large bowl, whisk together lime juice, oil, garlic, and 1/2 teaspoon each salt and pepper. Toss with peas, tomatoes, scallions, yellow pepper, jalapeño, and corn. Refrigerate at least 30 minutes and up to 2 hours. Toss with avocado and cilantro and serve with chips.



Courtesy photo

Jamestown Settlement presents 'An Afternoon with Dr. Lucy Worsley' live virtual lecture

From The Jamestown-Yorktown Foundation

WILLIAMSBURG, VA.

Dr. Lucy Worsley, OBE, one of British television’s leading public historians and author and chief curator at Historic Royal Palaces, returns to Jamestown Settlement virtually on September 2 at 4 p.m. for “An Afternoon with Dr. Lucy Worsley” to present a live online lecture based on her book “If Walls Could Talk: An Intimate History of the Home.” Advance reservations to this free virtual lecture are limited and required at historyisfun.org/lectures-registration.

As part of Jamestown Settlement’s “From Past to Present” lecture series linking storylines found in the museum’s exhibition galleries and how these moments in America’s past influenced its pro-

gression to the present, this and several other free public lectures scheduled in 2020 have been impacted as a result of COVID-19. To learn more about upcoming lectures, call (757) 253-4572 or visit historyisfun.org/lectures.

Located on Route 31 just southwest of Williamsburg, Jamestown Settlement is open 9 a.m. to 5 p.m. daily with new protective protocols and social-distancing procedures. Museum admission is \$17.50 for adults, \$8.25 for ages 6-12 and free for children under 6. Residents of James City County, York County and the City of Williamsburg, including William & Mary students, receive free admission with proof of residency. Parking is free. For more information, call (757) 253-4838 or historyisfun.org/welcome.



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Downtown Norfolk is still cooking

From Downtown Norfolk Council

NORFOLK

Hungry for something new? Downtown Norfolk Restaurant Week is August 16 to 23 with price-fixed, multi-course dinners for \$35 or \$25, and lunch or brunch for \$12. Chefs are cooking up exclusive new menu items that will only be available during this time, and some restaurants are offering carry out in addition to delivery as part of the experience.

“Whether it’s at your house or along Downtown’s bustling restaurant row, Downtown Norfolk Restaurant Week is a great way to support local restaurants and enjoy dining deals,” said Jessica Kliner, director of marketing and communications for Downtown Norfolk Council. “We are

all ready for something different so our chefs are getting creative with new menu items and specialty cocktails during the week.”

Safety protocols are in place, and many restaurants are offering the Restaurant Week specials to go along with expanded outside dining and delivery.

Reservations are recommended. Explore menus and offerings at www.downtown-norfolk.org/explore/restaurant-week. And, follow along at www.facebook.com/events/3003558856423419/.

Downtown Norfolk Restaurant Week is coordinated by Downtown Norfolk Council and is sponsored by Sysco.

The Downtown Norfolk Council is a private, not-for-profit membership organization comprised of businesses and individuals working toward a dynamic, attractive and prosperous Downtown. DNC also manages the Downtown Norfolk Improvement District, a 50-block special services district with enhanced services that keep Downtown friendly, safe and spotless. Connect with Downtown Norfolk on Twitter, Facebook and Instagram or visit DowntownNorfolk.org.

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Health



Eating right, physical activity, adequate rest and taking care of our mental health not only improves overall health and wellness, but also makes us more resilient during COVID-19.

COVID-19: lifestyle tips to stay healthy during the pandemic

By: Joseph Jones
Madigan Army Medical Center
MADIGAN ARMY MEDICAL CENTER, JOINT BASE LEWIS-MCCORD, WASH

COVID-19 has changed many of our daily routines in a way no one anticipated. Many of us are at home more to minimize exposure. Isolation and being at home can illicit the temptation to eat snacks high in sodium, junk food and low-quality meals that provide instant gratification for our taste buds rather than nutrient-dense whole foods that can also be delicious. This is a challenge for many in these times of social distancing and self-isolation.

A day that may have previously included many steps, physical activities like walking from your car at your workplace parking lot twice per day, shopping for groceries, outings with the family or visiting shopping mall are absent for many. With this unprecedented lifestyle shift, there is a potential for the normalization of a more sedentary lifestyle packed with activities like watching television, sitting while reading for long periods, or sitting at your computer for longer-than-usual periods of time. We must stay proactive, and in some cases creative, to maintain an active lifestyle in the era of social-distancing. Even if you are not directly affected by COVID-19, or tested positive, it no doubt has had a drastic impact on your day-to-day routine, which could negatively affect your overall health.

So what are some things we can do to maintain a healthy and active lifestyle and routine while the world around us has adapted to limiting exposure to

COVID-19?

- **Stay active:** The gyms may not be open, however, there are lots of safe alternatives to getting physical activity without going against the preventive best practices recommended by the CDC like social distancing and avoiding large crowds. Aerobics can be done successfully at home. Another important point to consider is that avoiding crowds does not mean avoiding nature. Going for a brisk walk or jog outside in uncrowded areas outdoors is still considered relatively safe. Push-ups, sit-ups, jumping-jacks and more exercises are great ways to stay fit away from the gym. For more ideas, visit: <https://www.aflemc.af.mil/News/Article-Display/Article/2147181/staying-physically-active-during-covid-19/>.
- **Adequate sleep:** Good sleep is essential to our overall health. According to The National Institutes of Health (NIH), a part of the U.S. Department of Health and Human Services and the nation's leading medical research agency: "Immune system activation alters sleep, and sleep in turn affects the innate and adaptive arm of our body's defense system." While the amount of sleep needed for good health and optimum performance mostly depends on the individual, the CDC recommends adults age 18-60 years get seven or more hours of sleep per night.
- **Diet and nutrition:** Practicing self-discipline and avoiding "emotional eating" due to stress that may be related to the drastic changes surrounding the COVID-19 pandemic and how it affects our lives is

imperative. According to the CDC, whole foods like dark, leafy greens, oranges and tomatoes—even fresh herbs—are loaded with vitamins, fiber and minerals. Make it a habit to try to eat more whole nutritious foods instead of processed snacks or fast food.

- **Self-care:** Take time to take care of yourself. Be supportive and suggest the same for those close to you. Meditation, relaxation, quality time with family, personal care of yourself promotes overall wellness. The Defense Health Agency (DHA) has free, evidence-based, self-care tools developed by psychologists that you can check out here: <https://health.mil/About-MHS/OASDHA/Defense-Health-Agency/Operations/Clinical-Support-Division/Connected-Health/mHealth-Clinical-Integration>
- **Healthcare maintenance:** If you have medications prescribed for any condition, be sure to take them as directed by your provider. Chronic conditions such as hypertension, diabetes, asthma and many others should be kept in check with taking your medications as prescribed. Be sure to reach out to your healthcare team with any concerns as well. In the age of COVID-19, telehealth solutions are available if you want to speak with a provider about a health concern unrelated to COVID-19. Madigan patients, for instance, can still utilize Secure Messaging in the MHS GENESIS Patient Portal to request an appointment or call the Puget Sound Military Appointment Center at 1-800-404-4506 to schedule a telehealth appointment.

- **Cope with stress and anxiety:** Positively cope with stress and anxiety induced by new precautions we must all now take to combat the spread of COVID-19 in our communities. Positive coping mechanisms would include exercise, meditation, reading, further developing certain skills or hobbies etc. Use this era to increase your daily repetition of these positive activities and develop new or even better routines than you may have adhered to prior to the emergence of the current COVID-19 pandemic.
- **Stay connected:** Talking with loved ones while in isolation can help reduce the anxiety and instances of feeling down. Take time to utilize the multitudes of technologies and apps (many free) that can help you stay in touch with those you love. Our busy lives before the COVID-19 may have limited how often we connected with distant loved ones, now's the time to fully exploit these modern capabilities for fellowship, companionship, and camaraderie.

The guidance above is to improve overall health and wellness. Please be aware that although eating nutritious foods, physical activity, adequate rest and taking care of our mental health makes us more resilient, it's not a cure nor does it guarantee immunity from contracting COVID-19. In addition to these suggestions, first and foremost be sure to practice CDC guidance on social distancing, self-care, self-quarantine, wearing of cloth masks when social distancing is not possible and talking with your provider about any concerns you may have regarding your health. If you have a medical emergency, visit an emergency room. If you have an injury or illness unrelated to COVID-19, be sure to visit an Urgent Care Center. If you have questions or do not know exactly what to do, call the MHS Nurse Advice Line at 1-800-TRICARE (874-2273), option 1.

Stay healthy with TRICARE preventive healthcare

By TRICARE

Now more than ever, staying healthy is a priority. Besides washing your hands, social distancing, and wearing a cloth face covering, what else can you do to stay healthy? You can engage in preventive health care. That means keeping up with routine immunizations, health exams, and preventive screenings. TRICARE covers many preventive health care services at no out-of-pocket costs to you.

Due to the coronavirus pandemic, many preventive service appointments or elective procedures were canceled or delayed. You may have put off making appointments due to concerns about possible exposure.

"Now's the time to pencil these services back into your calendar," said Dr. James Black, medical director of the Clinical Support Division at the Defense Health Agency. "They can help identify and treat potential health issues before becoming serious. Depending on where you live, access to preventive care may still be limited, so check with your provider."

If you're enrolled in a TRICARE Prime

plan, you can get preventive care from your primary care manager or any TRICARE network provider in your region. If you have TRICARE Select, you can visit a TRICARE network provider or any TRICARE-authorized provider. An authorized provider is any individual, institution/organization, or supplier that is licensed by a state, accredited by national organization, or meets other standards of the medical community, and is certified to provide benefits under TRICARE. There are two types of TRICARE-authorized providers: Network and Non-Network. DS. You'll pay nothing for covered preventive services from a TRICARE network provider.

SCHEDULE PHYSICALS AND EXAMS

If your child hasn't had a school physical or routine immunizations before the fall school year, schedule the appointments now. TRICARE also covers well-child care for children under age 6 (from birth through age 5). You can ask your provider which screenings and immunizations are needed, and when your child should get them.

TRICARE covers Health Promotion and Disease Prevention exams for all beneficiaries over age 6. These visits include screenings for blood pressure, cholesterol, cancer, and more.

"Sometimes people who feel fine don't schedule regular check-ups," said Black. "But regular check-ups and screenings can prevent you from getting sick or catch a disease in its early stages, so don't wait until you feel unwell to see a provider."

CHECK IMMUNIZATION RECORDS

According to the Centers for Disease Control and Prevention (CDC), vaccines reduce your child's risk of infection by helping them safely develop immunity to diseases. Make sure that your child stays current on vaccinations. You can check the CDC vaccination schedule, and talk to your child's provider if they need to catch up on missed vaccinations.

Teens and adults need periodic vaccinations as well, so ask your provider if you need immunizations to help you stay healthy. You can get covered vaccines from any TRICARE-authorized provider at no cost. You may have to pay copayments or cost-shares for the office visit or for other services received during the same visit. Remember, you can get some covered vaccines at TRICARE retail network pharmacies.

TAKE CARE OF EYES

Healthy vision is vital. For children, it even reduces barriers to learning. Your vision benefits, including eye exams, depend on sponsor status, your TRICARE health plan, and age. You may need a referral or pre-authorization for some vision care services. If you have vision coverage through the Federal Employees Dental and Vision Insurance Program (FEDVIP), follow the rules of that plan.

DON'T FORGET ABOUT TEETH

It can be easy to forget about your oral health, but check with your dentist to see if they've resumed regular cleanings. TRICARE offers dental coverage to active duty family members through the TRICARE Dental Program (TDP). As outlined in the TRICARE Dental Program Handbook, TDP covers two routine cleanings and two fluoride treatments. This is during a consecutive 12-month time period for children ages 1 and older. If you or your family members have dental coverage through FEDVIP, follow the rules of your plan.

Help you and your family members stay healthy. Check out the Military Health System's August Preventive Health Month page to learn more. Find out about the preventive services that TRICARE covers to prevent serious diseases and keep you fighting fit.

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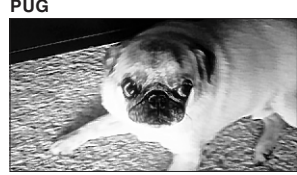
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Fun and Games

ACROSS

1 Sheep kin

5 Rick Blaine's love, in film

9 Certain vacuum tube

16 Crunches work them

19 Item added, as to a library

21 Decks out

22 Statute

23 Start of a riddle

25 Certain Ivy Leaguer

26 Split nation

27 10% of XXX

28 "— smile be your umbrella"

29 SAT, for one

30 Not taut

34 List-curtailing abbr.

36 Solo, in a way

38 Brick-hauling trough

41 Riddle, part 2

46 — Plus (razor brand)

48 Off-road vehicles, informally

49 Egypt, once: Abbr.

50 Aged person

51 Riddle, part 3

57 Pal of Pooh

58 Nebraska city on the Platte River

59 Never, in Germany

60 Batman player Kilmer

61 Any of 12 popes

62 Blew it

63 "Got it, dude"

65 Maiden

66 Pace

67 Riddle, part 4

72 The impish Simpson

75 Daredevil Knievel

76 Neap, e.g.

77 Bay State sch.

81 Regrets bitterly

82 It's looked up in a dict.

83 Tall, graceful tree

84 Resort with snowy trails

86 "Ooky" TV cousin

87 Riddle, part 5

91 Satellite-tracking prog.

93 Cereal grain

94 Scuttle stuff

95 Mitigate

96 End of the riddle

102 The, in Nice

103 Certain book page size

104 Ramp (up)

105 Start

107 Some are unsaturated

108 Guesses at SFO

111 Create a hem, e.g.

113 Actor Sam

117 Exiled Amin

118 Riddle's answer

123 TV room

124 Painter Manet

125 Fully informed

126 Assn.

127 TV talk great Phil

128 Reassuring touches

129 Earring type

DOWN

1 Stare openly and stupidly

2 Eight, in Lima

3 Rent — (Hertz's business)

4 Heads, in France

5 Prefix with thermal

6 "Charlie's Angels" co-star Lucy

7 Pine- —

8 "You — both know ..."

9 Papeete's island

10 Summer, in France

11 Texter's "bye now"

12 Cereal grain

13 Gifted speaker

14 Franklin — Roosevelt

15 Subj. for U.S. newcomers

16 Chief port of Egypt

17 Become even

18 Take a dip

20 Milan's La —

24 Knotted

29 Actor Jannings

31 Sharp

32 Actress — Lee Crosby

33 Leg joint

35 Lead to

37 Preholiday nights

38 "Gattaca" actor Ethan

39 Additional

40 Gloomy, in verse

42 Pack-toting equine

43 "Prob'ly not"

44 Nonpublic

45 Uneven, as leaf edges

47 Collars

52 Prefix with thermal

53 Military group

54 Each evening

55 Ogden with funny poetry

56 Additional

61 Created in advance

63 Frozen sheet in the sea

64 FedEx alternative

65 English "Inc."

68 Healing drugs, briefly

69 Eye layer

70 Goals

71 Destroy

72 Lead to

73 Luger pistol, e.g.

74 Drawing back in

78 Sans-serif typeface

79 Intuit

80 Wise sorts

83 One dining

84 Done in, as a dragon

85 Brick bakers

87 Concept

88 Extension for PC music files

89 Statute

90 — chic (fashion style)

92 Part of B.A.

97 Go too far on

98 Concept

99 Live (at)

100 YSL part

101 Subdivision in taxonomy

106 Short-term staffers

107 Pal of Rover

109 Water, in Spanish

110 Old ruler of Iran

112 Larrup

114 "Oh, ri-ight"

115 "In — of flowers ..."

116 "Charlie's Angels" co-star Cheryl

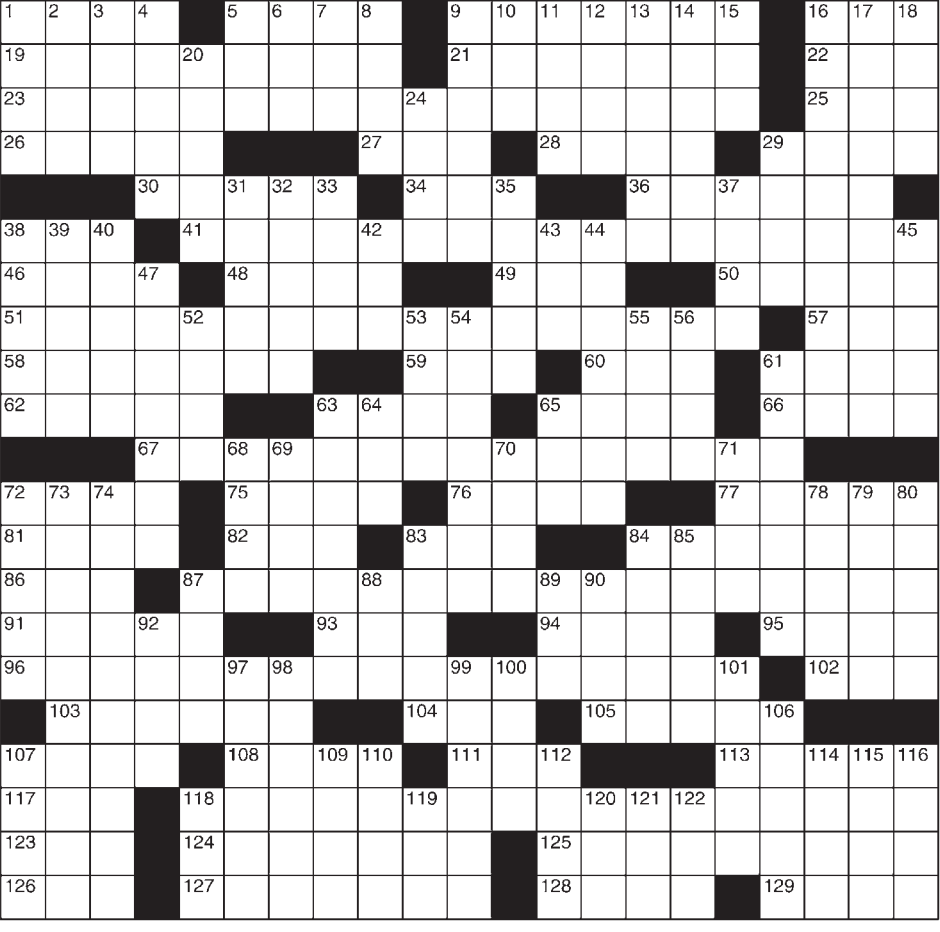
118 Napping spot

119 Mr. Capote, to his pals

120 W-2 pro

121 Ex-Giant Mel

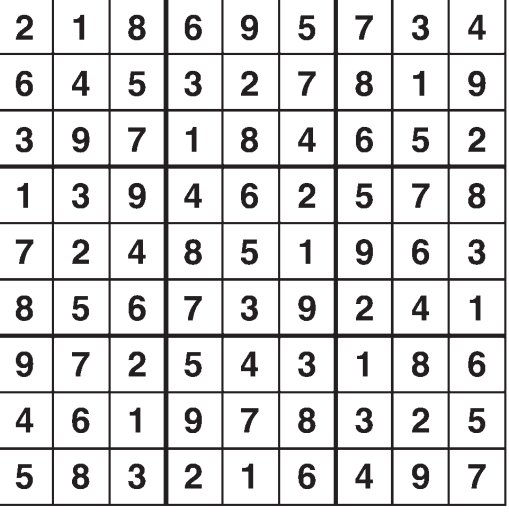
122 Part of L.A.



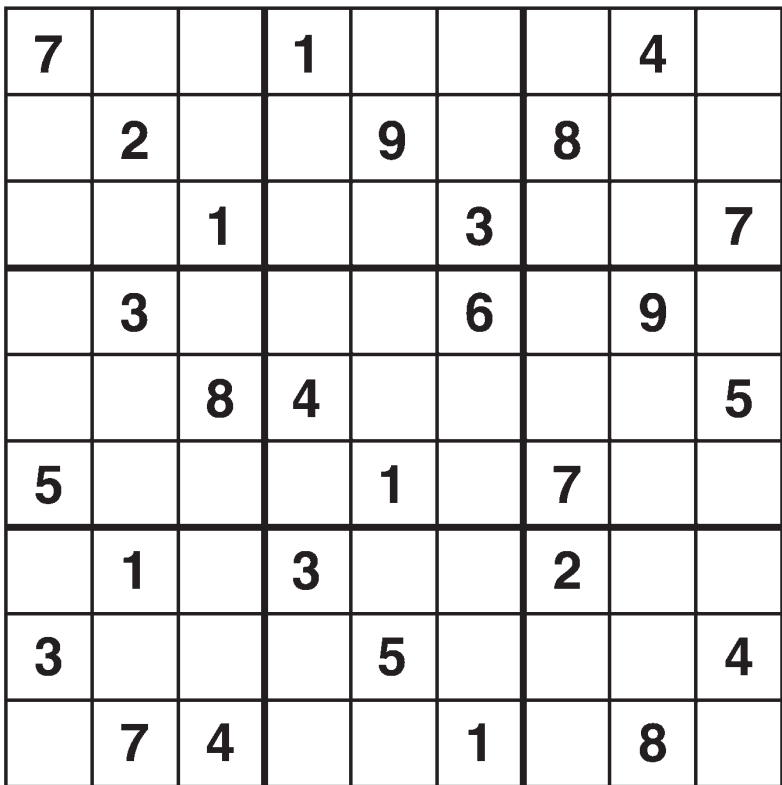
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last week's answers





Sudoku



CryptoQuip

This is a simple substitution cipher in which each letter used stands for another. If you think that X equals O, it will equal O throughout the puzzle. Solution is accomplished by trial and error.

Clue: C equals E

Y ICCF PRIWF IQV KYVKWH

CFCGMPZOH. RC PFF NZQR OMC

GQQV KVCPOWVCH RQVN IQV

GCPZWOH.

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Last week's CryptoQuip answer
Irish song concerning a fellow who always smiles warmly:
"The Wearing of the Grin."

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