



## HAZE GRAY UNDERWAY

USS Winston Churchill, USS Phillipine Sea depart Norfolk for a regularly scheduled deployment



MC3 Louis Thompson Staats IV  
 USS Winston S. Churchill (DDG 81) patrols the Atlantic waters at dusk. Churchill is conducting integrated training in the Atlantic Ocean, July 27.

### USS WINSTON CHURCHILL DEPARTS ON DEPLOYMENT

Commander, U.S. 2nd Fleet Public Affairs

#### NORFOLK

Sailors aboard guided missile destroyer USS Winston S. Churchill (DDG 81) departed August 10, for an independent deployment to maintain maritime stability and security and ensure access, deter aggression, and defend U.S., allied and partner interests around the globe.

Sailors aboard Churchill will also be navigating the continuing global pandemic, following strict protocols to keep the crew healthy while maintaining the highest states of operational readiness. All personnel assigned to the ship completed

a minimum, 14-day quarantine and were tested for COVID-19 prior to getting underway.

This deployment comes in the wake of countless hours of training, maintenance and practice.

"This Team of Teams has trained hard for the last year, prepping to go overseas

» See **CHURCHILL** | **A7**

## Simulator training refines Ford bridge team's navigational skills

By MCSN Riley McDowell  
 USS Gerald R. Ford (CVN 78) Public Affairs

#### NORFOLK

Sailors assigned to USS Gerald R. Ford's (CVN 78) deck and navigation departments conducted a simulated replenishment-at-sea evolution at the Navigation, Seamanship and Ship-Handling Training Program (NSST) facility located on Naval Station Norfolk, August 13.

The facility uses the Kongsberg Polaris V2 simulator system for practice and assessment of U.S. Navy bridge watchstanders and ship control personnel. The simulations are created to aid Sailors in their ability to communicate effectively amongst the ship control team and bridge watch personnel while the ship performs complex maneuvers at sea. Some of the other evolutions available through the simulator system include: pier work, working with tugs, contact management, plane guard, harbor transit, tactical maneuvering, man overboard and low visibility.

Senior Maritime Instructor, Joe Harriss, explained that valuable lessons can be learned on the simulators before an underway or deployment.

"The goal is to provide a continuum of advancement for any Sailor that comes in," said Harriss. "As these Sailors go to their respective ships they will have to manage circumstances that may occur at sea. Here at NSST, we try to continually level their horizons so that they can provide experience that may augment or counter certain situations."

Ford's bridge watch team started their simulation two nautical miles behind the fleet replenishment oiler USNS Henry J. Kaiser (T-AO 187). Through the direction of the conning officer, Ford commenced an approach, came alongside, cast lines over and conducted an emergency breakaway all while steaming in the Atlantic Ocean.

Lt. Josiah Hedges, from Grass Valley, Calif., a divisional officer assigned to Ford's deck department, and one of Ford's officers of the deck, said the intention of the training was to help build teamwork amongst the crew.

"All the bridge watchstanding team members are here, from the boatswain's mates to the qualified officers of the deck, and it benefits the entire team," said Hedges. "It's like getting a refresher. A teaching experience for the qualified watchstanders and learning experience for the newest members who have never been on the bridge before. It really benefits everybody."

While Ford has conducted four independent steaming events (ISEs) in the Atlantic Ocean this year as part of her Post Delivery Test and Trails phase of operations, Ford's Sailors have visited the NSST facility five times for simulation training in-between the ship's ISEs, and have more training opportunities scheduled for the rest of the year.

Hedges explained that the simulation training was vital to mission readiness because of the value of repetition when conducting very intricate evolutions.

"You can never get enough repetitions on these dangerous evolutions," said Hedges. "It's important to get comfortable performing these evolutions and this is a great way to get hands-on experience."



Ens. Alyssa Eng  
 The guided missile destroyer USS Winston S. Churchill (DDG 81), the guided-missile cruiser USS Philippine Sea (CG 58), and the Freedom Class Littoral Combat Ship USS Milwaukee (LCS 5) conduct an integrated training exercise in the Atlantic Ocean, July 19.

### USS PHILIPPINE SEA DEPARTS ON DEPLOYMENT

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

#### NORFOLK

The Ticonderoga-class guided missile cruiser USS Philippine Sea (CG 58) departed Naval Station Norfolk, Aug. 14, for an independent deployment to maintain

maritime stability and security and ensure access, deter aggression, and defend U.S., allied and partner interests around the globe.

"This deployment is the culmination of months of intensive training and preparation. The Philippine Sea crew has worked hard to get here, successfully honing our

skills across warfare areas through a challenging Basic Phase and demanding Integrated Phase," said Capt. Kevin J. Hoffman, Philippine Sea's commanding officer. "I could not be more proud of the Wardog Family and I am thrilled to sail with them. We look forward to conducting operations

» See **SEA** | **A7**

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**USS McFaul holds change of command ceremony**  
 Cmdr. Bobby J. Rowden relieved Cmdr. Rusty J. Williamson as commanding officer of USS McFaul (DDG 74) Aug. 13, at Naval Station Norfolk.

»See **A5**



### The story of JB McKamey

Quite a few of our country's heroes have significant history at Naval Air Station (NAS) Pensacola, "The Cradle of Naval Aviation," but none of them have a story quite like former Commanding Officer Capt. John Bryan (JB) McKamey.

»See **B1**

### 20 suffragist to know for 2020

These individuals fought for women's suffrage. They lived across the United States, and came from around the world.

»See **C1**

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DC2 Ashley Pierson  
Fire Control Technician 3rd Class Jalen Torres from the Los Angeles-class attack submarine USS Newport News (SSN 750) lifts weights at Naval Station Norfolk's N-24 gym, Aug. 17, 2020. Active duty service members are now able to utilize the facilities while adhering to strict safety guidelines such as wearing facemasks and social distancing. Many facilities on the installation re-opened on July 28.

# Safety measures taken as Naval Station Norfolk facilities and amenities reopen

**By RSSN Cassandra Santa Cruz**  
Naval Station Norfolk Public Affairs

**NORFOLK**

As many facilities are now reopen onboard Naval Station (NAVSTA) Norfolk, strict safety measures are in place. One such amenity is the base gyms. The gyms re-opened on July 28 and according to Morale, Welfare and Recreation’s (MWR) Fitness and Sports Director, Anthony Benning, the

reopening went very smoothly. “Like everything this year, the new normal is an adjustment. Overall, things went very smooth in reopening,” said Benning. “That is a huge credit to our team members commitment to what now needs to be done in this environment and the patience and understanding of our Sailors coming into the gym.” Multiple safety measure have been imple-

mented to include social distancing, deep cleaning, limiting capacity and allowing active duty service members only. “During this time of heightened awareness and caution, it is important that we work hand in hand with our patrons,” said Benning. “Currently we are restricted to active duty only using the gym and they have done a tremendous job following our guidelines and cleaning after themselves while in the

gym.” In addition to the safety measure listed above all the gym equipment is spaced in accordance with Navy guidelines and masks are required everywhere except for the cardio equipment. Additionally, the showers, lockers and water fountains are secured. Benning said that overall, there has not been any major issues, however he and his team will continue to monitor and make adjustments as needed. For additional information on the services and amenities on NAVSTA Norfolk that have reopened visit the Facebook page at <https://www.facebook.com/NavalStation-Norfolk/>

# New tobacco regulations and resources

**By Hugh Cox**  
Navy and Marine Corps Public Health Center Public Affairs

**PORTSMOUTH, VA.**

With the recent changes in legislation making it illegal for retailers to sell tobacco products to those under age 21, the Navy and Marine Corps Public Health Center (NMCPHC) is leveraging its tobacco cessation resources to help Sailors and Marines become tobacco free. Service members must now be 21 to purchase any type of tobacco product including e-cigarettes or vapes, at all installations and facilities in the U.S., its territories and possessions and on Navy ships in U.S. ports. The legislation, known as “Tobacco 21” (or T21), was enacted Dec. 20, 2019 and went into effect on military installations in the U.S. on Aug. 1, 2020. T21 makes it illegal for a retailer to sell any tobacco product—including cigarettes, cigars, and e-cigarettes—to anyone under 21. The new federal minimum age of sale applies to all retail establishments and persons with no exceptions, including military personnel.



The goal of this law is to decrease tobacco use by targeting age groups when most people start using tobacco. For Sailors and Marines who are impacted by the law and ready to quit, NMCPHC is ramping up its efforts to promote tobacco cessation resources and tools available to service members. This includes counseling and medication available through your MTF, BAS and ships, as well as a 24/7 live chat service and resources available through the DOD’s YouCanQuit2 campaign. This information and more can be found on the NMCPHC Tobacco Free Living page. “If you use tobacco, consider quitting,” said Dr. Mark Long, NMCPHC Public Health Educator and Tobacco Cessation Program Manager. “No matter your age, it is never too early or too late to quit smoking, spitting or vaping. The health effects are

immediate and a result of quitting, you’ll save money and reduce your risk of some negative health outcomes later in life.” According to Long, resources are also available for health promoters, health care providers, supervisors and others that provide support to tobacco users looking to quit the addiction. “There are many reasons to quit tobacco. Find your reason, and check out the many resources, programs and tools available to help you become tobacco free. You don’t have to go this alone,” said Long. “Tobacco use is one of the hardest habits to kick, I know from past personal experience” said NMCPHC Command Master Chief Joseph Dennis. “Preventing Sailors and Marines from establishing this addiction and assisting those who are ready to quit makes us a more ready force and reduces death and illnesses due to cancer and other tobacco associated diseases. Quitting isn’t easy, but it’s always a good time to quit tobacco.” For more information on tobacco cessation, visit NMCPHC’s Tobacco Free Living Pages at: <https://www.med.navy.mil/sites/nmcpHC/health-promotion/tobacco-free-living/Pages/Tobacco-ForYou-SelfHelp.aspx>. Additional resources are also available through YouCanQuit2: <https://www.ycq2.org/>.

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HM1 Kenji Shiroma  
USS Normandy (CG 60), a guided-missile cruiser assigned to U.S. Fifth Fleet, departs Djibouti, Nov. 23, 2019. The USS Normandy recently led Anti-Submarine Warfare (ASW) operations as part of International Maritime Exercise (IMX) 2019.

# Normandy receives SURFLANT unit tactics award

By Lt. Brian Weinhardt  
USS Normandy (CG 60) Public Affairs

## NORFOLK

On Wednesday 12 August 2020 Capt. Charles Hampton announced to the crew of USS Normandy that they had won the surface forces Atlantic unit tactics awards for 2019.

The unit tactics award is bestowed upon a superior operational unit that demonstrates excellence in all warfare areas.

USS Normandy maintained the highest level of proficiency as they spent nine months deployed between September 2019 and June 2020 in the Second, Fifth, and Sixth Fleet areas of responsibilities.

This was highlighted by their operations north of the Arctic Circle in September 2019, participation in International Maritime Exercise (IMX) 2019; as well as the largest maritime seizure of conventional weapons in February 2020 and operation

VIGILANT OSPREY in June 2020 in the Gulf of Aden.

“This is an incredible accomplishment,” said Hampton, “It draws a perfect conclusion to a historic operational run for USS Normandy and also presents a perfect transition point for our focus to shift toward material readiness as we embark upon a very extensive maintenance period.”

Hampton continued by highlighting the importance of recognizing the ship’s accomplishments but strongly emphasized that Normandy’s focus must lie in the present and future, not in the past.

He said “Be proud of your unparalleled

accomplishments. Normandy has once again led from the front and set the bar high for follow-on deployers. Now, today, on to the next chapter in this ship’s storied carrier.”

USS Normandy began a yearlong maintenance phase this week and is eager to rejoin the operation fleet as soon as possible.

Normandy, homeported in Norfolk, Virginia, is the Air and Missile Defense Commander for Carrier Strike Group Eight.

If you would like to learn more about USS Normandy visit, [public.navy.mil/surflant/cg60/Pages/default.aspx](https://public.navy.mil/surflant/cg60/Pages/default.aspx) or <https://m.facebook.com/USSNormandy>.

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MC2 Tristan B. Lotz

# Tropical Storm Isaias: SUBASE New London weathers the storm

**By MC2 Tristan B. Lotz**  
Submarine Base New London Public Affairs

**GROTON, CONN.**

As Tropical Storm Isaia's swept up the Eastern Seaboard, Naval Submarine Base (SUBASE) New London and tenant commands took precautions to ensure assets, facilities would not be damaged and personnel would not be injured when the storm hit, Aug. 4.

From sandbags at the doors, to extra precautions at the piers, all hands played a part in ensuring SUBASE New London would be prepared to weather the storm.

“The preparation began long before Isaias became a storm,” said SUBASE New London Security Manager John Varone. “We were tracking it once it came off the coast of Africa and followed it, checking all the models to see if it was going to affect us. Once we saw there was a likelihood this was going to be an east coast storm, we started preparing for it; having meetings with department heads and tenant commands and their emergency management representatives and got the plans in place in case it got close to us.”

At the base Fleet and Family Support Center (FFSC), staff put down plastic tarps and

sandbags at doors to prevent possible flooding and moved displays and pamphlet tables out of the building's entryway to prevent potential damage. FFSC staff worked hard and fast to get the center prepared so they could resume normal operations as soon as possible following the storm. At the waterfront, the Powhatan-class fleet ocean tug USNS Apache (T-ATF-172) pulled into SUBASE New London to deliver pier fenders to Port Operations Department to help secure vessels to the pier during heavy seas.

SUBASE New London suffered minimal damage and normal operations resumed the

following morning. No submarines were damaged and no Sailors or civilians were injured.

"We didn't suffer any significant structural damage," said Varone. "We had some tree limbs come down, but in general, we were very lucky. We almost had a power outage, but with Public Works being ready to respond, they were able to get up there and transfer the power control over so we did not suffer any loss of electricity."

Varone applauded the efforts of the SUBASE New London team who kept the base prepared for Tropical Storm Isaias. He also cautioned that New England has entered its own hurricane season, the peak of which runs from mid-October to late-November. He advised Sailors, civilians and their families to go to [www.ready.navy.mil](http://www.ready.navy.mil) to learn how to prepare for potential natural disasters.

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Ensign Alyssa Eng  
Capt. Christopher Follin, commodore, Destroyer Squadron Two, Cmdr. Rusty J. Williamson and Cmdr. Bobby J. Rowden attend the change-of-command ceremony for the guided-missile destroyer USS McFaul (DDG 74) at Naval Station Norfolk, Aug. 13.

# USS McFaul holds change of command ceremony

By ENS Alyssa Eng  
USS McFaul (DDG 74) Public Affairs

## NORFOLK

In a downsized and socially distanced change of command ceremony, Cmdr. Bobby J. Rowden relieved Cmdr. Rusty J. Williamson as commanding officer of USS McFaul (DDG 74) Aug. 13, at Naval Station Norfolk.

Williamson reported to McFaul as executive officer in August 2017, as the ship completed its basic phase and material and training preparations for deployment. He as-

sumed command on deployment in April 2019 and led McFaul through the ship’s independent deployment to the Fifth and Sixth Fleets.

Speaking to the crew during the ceremony, Williamson noted, “I have been honored to sail with you and to be the captain of the ‘Silent Warrior’ team. I am forever indebted to you all for your selfless sacrifice and positive effort to build our team, ready our ship, and maintain the energy, standards, and excellence you have all displayed on deployment and also for the last year in Sustain-

ment.”

After returning from deployment, McFaul commenced the Sustainment Phase of the Optimized Fleet Response Plan, working with multiple units including the USS Bataan Amphibious Readiness group; Royal Aircraft Carrier Queen Elizabeth; the USS Harry S. Truman Carrier Strike Group, and the USS Dwight D. Eisenhower Carrier Strike Group. McFaul received the 2019 Command Retention Excellence Award and was recognized by Commander, Destroyer Squadron TWO SIX with the 2019 Battle Efficiency award.

Rowden’s previous sea duty assignments include tours on USS Porter (DDG 78); USS Ponce (LPD 15); USS Jason Dunham (DDG 109); as executive officer on both USS Avenger (MCM 1), and USS Pioneer (MCM

9), before assuming command of USS Pioneer in November, 2014.

In his remarks to the crew, Rowden said, “It’s been a pleasure sailing with Cmdr. Williamson and this team for the last 18 months. I look forward to seeing all that the ‘Silent Warriors’ can accomplish, and all of the challenges we can overcome together.”

The 24th Arleigh Burke-class guided-missile destroyer, USS McFaul is homeported in Norfolk and named after Navy SEAL, Chief Engineman Donald L. McFaul. Chief Petty Officer McFaul was killed in action after leaving a position of safety to assist his teammate under heavy fire during combat operations in Panama. His ultimate sacrifice inspired other heroic acts and mission accomplishment and he was posthumously awarded the Purple Heart and Navy Cross.

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MC1 Joshua Sheppard

Sailors perform line handling duties as USS Hershel “Woody” Williams (ESB 4) departs Naval Station Norfolk for deployment, July 27. Williams is conducting its inaugural deployment following its commissioning in March.

# USS Hershel “Woody” Williams arrives in Italy, marking first stop in U.S. 6th Fleet

From U.S. Naval Forces Europe-Africa / U.S. 6th Fleet Public Affairs

## NAPLES, ITALY

The Expeditionary Sea Base USS Hershel “Woody” Williams (ESB 4) arrived in port Naples, Italy, for a routine logistics stop, Aug. 13, 2020.

The ship, which is the second of a new class of sea-basing ships, departed Naval Station Norfolk, Virginia, on July 27, for its inaugural deployment following its commissioning in March. Its crew consists of a mix of U.S. Navy Sailors and Military Sealift Command civilian mariners.

At 784 feet long (230 meters), the ship features a 52,000 square-foot (4,830 square-meter) four-spot flight deck. Further features include a hangar, mission deck, and work and

living spaces for hundreds of embarked personnel. Additionally, for the U.S. Navy crew, there is a Blue Crew and a Gold Crew, which will turn over periodically to allow for continuity while the ship remains forward deployed.

“The Hershel ‘Woody’ Williams, and the entire ESB class, are on the leading edge of naval integration,” said Vice Adm. Gene Black, commander, U.S. 6th Fleet, “In this complex maritime environment, a ship like this enables options to project power with a persistent presence. The ship is ideal for missions in this theater as it can readily integrate with the Marines and our allies and partners in many of our operations throughout the region at varying levels of complexity.”

Black added that ship will be a long-term presence assigned to the U.S. Africa Com-

mand (AFRICOM) mission set and will support security cooperation missions and operations in and around the African continent.

“The real strength of the Hershel Woody Williams is the flexibility of this naval platform. This versatile Expeditionary Sea Base can support naval aviation, command and control, and deploy Marines and other special operations forces going ashore,” added Marine Corps Maj. Gen. Stephen Neary, commander, U.S. Marines Forces Europe and Africa. “As the Marine Corps works toward further integration with the U.S. Navy, ships like the Hershel Woody Williams are an important part of making our combined naval campaigns a reality.”

Neary also highlighted the ship’s namesake, Marine Corps veteran Hershel “Woody” Williams, known for his heroism

during the Battle of Iwo Jima in World War II. Williams was awarded the Medal of Honor by President Harry S. Truman on Oct. 5, 1945.

“The crew of the USS Hershel ‘Woody’ Williams has worked hard preparing for this deployment and we’re excited to work with our many allies and partners and support operations throughout U.S. 6th Fleet,” said Capt. David L. Gray, commanding officer, USS Hershel ‘Woody’ Williams, Blue Crew. “We’re truly thankful to our Italian allies, hosting our first visit and allowing us to pull in under the shadow of Vesuvius in beautiful Naples.”

Hershel ‘Woody’ Williams is on a regularly scheduled deployment to the U.S. Naval Forces Africa area of responsibility.

U.S. Naval Forces Europe-Africa and U.S. 6th Fleet, headquartered in Naples, Italy, conduct the full spectrum of joint and naval operations, often in concert with allied and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa.

# Eye on Innovation: Data Analytics Community of Action helps America’s shipyard expand its horizons

By Kristi R Britt  
Norfolk Naval Shipyard Public Affairs

## PORTSMOUTH, VA.

Norfolk Naval Shipyard (NNSY) has been around for a very long time – almost 253 years. Across its long history, the shipyard molded to its mission – whether it be building ships or fulfilling its duty with maintaining and servicing the fleet. It had to adapt to available technology, personnel strengths, and the Navy’s needs. Today, America’s Shipyard has a team of people whose mission is to help lead transformational change by using data to determine the right course our shipyard would go - The Data Analytics Community of Action (CoA), part of the NNSY Technology and Innovation (T&I) Community of Practice (CoP).

“We’re a team whose purpose is to help the shipyard think differently from the practices of old and using data to determine a more efficient, safer, and all-around better way of doing business,” said Code 105.4 Health Physicist William Young.

“With data collection and analysis, we can use those numbers to determine what the best approach is with each job we do at NNSY,” said Code 105.4 Health Physicist Jeremy Gerdes. “We have to understand what we’re doing and why we’re doing it.”

Young added, “For example, years ago electric motors were first created, and a lot of companies put them in their factories. However, many didn’t see a lot of difference in their productivity. It wasn’t until years later when they decided to adjust the layout of their factories to place these machines to best interact with the workers



Shelby West

Code 105.4 Health Physicists Jeremy Gerdes and William Young discuss data collected regarding COVID-19 cases in the Hampton Roads area, July 2.

that the factories saw massive productivity increases. They needed to take a step back, determine what they hoped to accomplish, gather data, and then implement the data to truly make a difference. That is what data analytics is all about.”

Data analytics is the process of analyzing raw data to find trends and answer questions, leading those to determine the best course of action with the information obtained. It can be broken down into data engineering and data science.

“Data engineering is building out and structuring the data you’ve collected, making it reliable and accessible. For example, using databases and libraries to collect and automate your data collection is considered data engineering,” said Young. “Data science is taking that data and using it to make decisions. When you buy a house, you use data to determine the price of the home in question. When you buy a car, you use data to determine what car would work best for your needs and what price you need to pay. Almost everything in life can be determined when using data.”

Gerdes and Young work side-by-side in data analytics – Gerdes using engineering to develop or utilize existing databases to

best benefit the needs of the shipyard while Young approaches the scientific side to determine how to use that data to implement change.

“Jeremy has been a key part in working to automate our data collecting, making it a quicker and more efficient process altogether,” said Young. “My focus has been helping NNSY make better and faster decisions across the board. When we gather this data, it’s my goal to best determine how we change that data into correct decisions that would best affect the workforce and the mission at large.”

One of their biggest projects in the last few months has been working on collecting data related to the coronavirus, or COVID-19. “We help track cases within the community and those within our shipyard family,” said Gerdes. “In an ever-changing environment within the pandemic, it’s important to gather as much accurate data as quickly as possible and have it accessible to others. We’re working to ensure everyone has the data needed to make decisions for the shipyard as whole.”

When asked what it means to be a CoA, Gerdes shared that the data analytics team spans much farther than just within their

group. They are a part of shipyard-wide initiative working to make positive change at America’s Shipyard. “When we were asked to develop a team in the T&I CoP, we knew we wouldn’t fall into specific fields like the metrology team or the additive manufacturing team. We were a group whose sole purpose was to expand to these different communities and help them determine how best to succeed.”

Young added, “Data analytics is a discipline without walls – it helps broaden our lenses and gives us a clear vision of what we need. It doesn’t matter what organization we work with, the processes remain relatively consistent. Within a month of establishing ourselves as a team, we already had a lot of involvement with all the major codes at the shipyard. Everyone’s got their own unique issues they need help with solving – and it’s that drive by the needs of others that we are able to do what we do every single day. We’re able to provide them the tools and data they need to make a positive impact in their day-to-day operations.”

He continued, “I would be remiss if I didn’t specifically thank the entire staff in the T&I lab for their unwavering support, leadership, challenges and encouragement in this initiative. The T&I staff have been a foundational key to the development, clarity of vision and success of the Data Analytics CoA.”

So what’s next for the Data Analytics CoA? Gerdes and Young are excited for what’s to come.

“We’re looking into how we can bring up our data literacy rate and build concepts across the board in our organization,” said Young.

Gerdes added, “Concepts are what can be done and what’s available to us – what we can do at the shipyard. Things that seemed like science fiction in the ‘50s are reality now due to building off of concepts. For example, Star Trek had a lot of technology that was science fiction for its time. However, the concepts seen inspired others and drove them to want to build that technology and make it a reality – like automatic door openers and cell phones. I’m very excited to see what we as a shipyard are able to do with data analytics at our side.”

For more information regarding innovation, contact the REAL Ideas program at NNSY\_REALIdeas@navy.mil.





MC2 Alfred Coffield  
Cmdr. Mathias Vorachek, the commanding officer of USS Albany (SSN 753) holds a submarine battle flag created by his crew during a recent deployment. The flag, which consists of patches stitched together, represents different accomplishments or memories made by the crew.

# USS Albany carries on submarine battle flag tradition

**By MC2 Cameron Stoner**  
Commander, Submarine Force Atlantic Public Affairs

**NORFOLK**  
The Los Angeles-class attack submarine USS Albany (SSN 753), homeported at Naval Station Norfolk, participated in a longstanding submarine tradition during its recent deployment.  
The boat’s crew honored their recent deployment by creating a submarine battle flag. The flag consists of patches stitched together, each one representing a different accomplishment or memory made by the crew.  
Cmdr. Mathias Vorachek, Albany’s commanding officer, spoke of the flag’s importance in maintaining the connection of the boat’s current crew to submariners of the past.  
“The Albany battle flag is significant to the crew as not only a method to commemorate the ship’s twelfth deployment in her 30-year service history, but it provides us a lasting connection to our World War II submariners and their victories in combat,” said Vorachek.  
Beginning in World War II, the flags became a way for U.S. submarines to keep an unofficial record of the number of ships

sank. While today’s flags have taken on new meaning, Sailors continue to find unique ways of showing respect to those who came before them.  
“To pay homage to their heroic efforts, we named our watch sections after some of the well-known World War II submarines such as Tang, Barb, and Wahoo,” Vorachek said. “These ships were well-known for their battle flags, which the crews constructed through their pride and creativity. My crew took a page from their history to emulate this concept to capture our recent accomplishments.”  
On June 10, 2020, Albany returned home after a seven-month deployment to the U.S. European Command area of responsibility. Upon Albany’s return, the battle flag consisted of:  
■ patches representing four port visits,  
■ a dolphin with a blue nose signifying the boat’s operations in the Arctic region,  
■ a mask patch displaying the crew’s unique response to the worldwide Coronavirus Disease 2019 (COVID-19) outbreak,  
■ three patches to represent coordinated exercises with other navies,  
■ the number 12 to commemorate the

boat’s 12th deployment  
■ • the numbers seven, five and three jumping off a diving board to represent the boat’s 753rd dive corresponding with its hull number,  
■ • a patch displaying the teamwork and camaraderie during a friendly soccer match with the crew of the French nuclear-powered submarine Émeraude (S604),  
■ • a patch representing the boat’s transits through the Strait of Gibraltar and the Strait of Sicily,  
■ • a patch showing the commitment of the boat’s nuclear operators to ensure mission readiness, and  
■ • a patch signifying the successful qualification of 31 crewmembers in submarines.  
Although the flag’s patches each represent a distinctive moment in the boat’s history, the flag also brought the boat’s crew together as they collaborated through its creation.  
“The flag was entirely a crew effort,” said Hospital Corpsman 1st Class Matthew Carter. “Being a submariner is all about camaraderie. When we earn our dolphins, we all get to pin them on each other. If it wasn’t for this team effort, the battle flag wouldn’t have happened.”

Spanning the entirety of Albany’s 12th deployment, the flag’s construction brought the crew closer together as they looked for ways to leave a mark in Albany’s history.  
“The flag gave me a strong sense of accomplishment as departments and crew members would come together to help guide its creation,” said Carter. “I’m proud the flag turned out so well.”  
Fast-attack submarines are multi-mission platforms enabling five of the six Navy maritime strategy core capabilities - sea control, power projection, forward presence, maritime security and deterrence. They are designed to excel in anti-submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare and mine warfare. Fast-attack submarines project power ashore with special operations forces and Tomahawk cruise missiles in the prevention or preparation of regional crises.  
Albany, whose motto is “Still Making History,” is the fifth U.S. Navy ship to bear the name of New York’s capital city. Built by Newport News Shipbuilding and General Dynamics Electric Boat Division, Albany was commissioned April 7, 1990, as the 43rd nuclear-powered Los Angeles-class submarine.  
The Los Angeles-class submarine is 360 feet long and 33 feet wide, and weighs about 6,900 tons when submerged. Underwater, it can reach speeds in excess of 25 knots.

## CHURCHILL I Sailors aboard will be navigating global pandemic

*Continued from A1*

and execute whatever tasking and mission sets come our way,” said Cdr. Timothy F. Shanley, Churchill’s commanding officer. “This crew has very much taken extra steps compared to the typical Navy deployment, in having to take proper pre-deployment quarantine measures ahead of embarking the ship.”  
Most recently, the ship participated in a rigorous Task Force Exercise (TFEX) alongside other U.S. and other coalition ships. A scenario-driven training event, TFEX serves as the certification exercise for independent deploying ships and is designed to test mission readiness and performance in integrated operations.  
“We are a front line asset ‘warship,’ expected to be combat ready with the potential to conduct prompt and sustained combat operations at sea, said Cdr. Timothy F. Shanley, Churchill’s commanding officer. “However, this year is the unprecedented 2020, and this crew has had to first adapt to being a ‘COVID warship’ by tackling the various chal-

lenges of keeping the coronavirus off our ship so we can get underway and properly execute the nation’s bidding, on time. I am blessed to be the Captain of such a fine crew of professional surface warriors, each with their different strengths.”  
The ship is deployed with “Spartans” of Helicopter Maritime Strike Squadron (HSM) 70.  
“HSM-70 stands firm in our commitment to the mission, undeterred by the challenges imposed upon us by COVID-19,” said Lt. Cdr. Mark D. Kummer, Churchill’s air boss.  
Unique to the fleet, Churchill is the only U.S. Navy ship to have a Royal Navy officer assigned permanently to ship’s company as a symbol of the partnership between the British and American navies. It is also the only U.S. Naval vessel to fly a foreign ensign - the Royal Navy’s White Ensign is flown alongside the Stars and Stripes. Churchill is the fifth U.S. warship to be named in honor of an English subject.  
The ship, whose motto is “In War: Resolution, In Peace: Goodwill,” was commissioned in 2001 as the 81st Arleigh Burke-class destroyer.  
For more information on USS Winston S. Churchill please visit the ship’s website: <http://www.churchill.navy.mil/>.  
For more news from Commander, 2nd Fleet, visit <https://www.c2f.navy.mil>.

## SEA I All personnel completed 14-day quarantine ashore and were tested for COVID-19 prior to getting underway

*Continued from A1*

overseas in support of our fleet commanders and stand ready to execute our Nation’s tasking.”  
Sailors aboard Philippine Sea will also be navigating the continuing global pandemic, following strict protocols to keep the crew healthy while maintaining the highest states of operational readiness. All personnel assigned to the ship completed a minimum, 14-day quarantine ashore and were tested for COVID-19 prior to getting underway.  
“The COVID-19 pandemic poses a unique challenge worldwide, but we have taken the proper precautions and will continue to do so in order to keep our Sailors safe. We are looking forward to deployment where we can see the direct results of the crew’s hard work,” said Cmdr. Matthew Iwanczuk, Philippine Sea’s executive officer. “Even though

there will be fewer port visits due to the pandemic, we expect a successful deployment while performing the missions ahead and coming home safely, Philippine Sea is ready for anything.”  
The ship is deployed with two MH-60R helicopters from Helicopter Strike Maritime Four Eight, Detachment Five (HSM 48.5), the “Dastardly Barbarians.”  
USS Philippine Sea, whose motto is “Eternal Vigilance,” is a Flight II Ticonderoga-class guided missile cruiser on active service in the U.S. Navy. She is named for the Battle of the Philippine Sea during World War II and is the second ship to bear the name. The Philippine Sea was the first U.S. or allied vessel to launch missiles against Saddam Hussein’s forces during the Gulf War.  
U.S. 2nd Fleet (C2F) exercises operational authorities over assigned ships, aircraft, and landing forces on the East Coast and the Atlantic Ocean.  
For more information, visit [www.navy.mil](http://www.navy.mil), [www.facebook.com/usnavy](https://www.facebook.com/usnavy), or [www.twitter.com/usnavy](https://www.twitter.com/usnavy).  
For more news from Commander, Naval Surface Force, U.S. Atlantic Fleet, visit [www.navy.mil/local/surflant/](http://www.navy.mil/local/surflant/).  
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Software to help mitigate spread of Covid-19

The system helps ships manage damage control incidents on U.S. Navy and Coast Guard ships

See B4



Courtesy Photo

Ensign John B. McKamey after earning his “Wings of Gold”; and becoming a United States Naval Aviator on March 1, 1951. He retired from the Navy as a Captain after 31 years of active duty service on June 1, 1986, and was among the first Vietnam Prisoners of War to receive the POW Medal when the medal was authorized in 1989.

A hero’s life remembered: The story of JB McKamey

By MCI Tim Schumaker  
Naval Air Station Pensacola Public Affairs

PENSACOLA, FLA.

Quite a few of our country’s heroes have significant history at Naval Air Station (NAS) Pensacola, “The Cradle of Naval Aviation,” but none of them have a story quite like former Commanding Officer Capt. John Bryan (JB) McKamey.

For over 10 years now, the former base commanding officer has rested among the tens of thousands buried in NAS Pensacola’s Barrancas National Cemetery. His gravesite represents 37 years of federal service, nearly eight of which were spent as a Prisoner of War (POW) in North

Vietnam’s infamous “Hanoi Hilton.” His life and service to the nation are remembered by former colleagues and held in high reverence to this day.

“JB McKamey was and always will be a great American hero,” said Art Giberson, a retired chief petty officer, Vietnam Veteran, and former colleague of McKamey’s at NAS Pensacola.

Giberson’s admiration for McKamey is evident by having interviewed him about his unimaginable time as a POW for a chapter in his book, War Stories.

See STORY | B7

UAE, U.S. Forces conduct aviation live fire exercise in Arabian Gulf

From U.S. Naval Forces Central Command / U.S. 5th Fleet Public Affairs

ARABIAN GULF

The United Arab Emirates Joint Aviation Command (JAC), U.S. Naval Forces Central Command (NAVCENT), U.S. Air Forces Central Command (AFCENT) and U.S. Special Operations Central Command (SOC-CENT) conducted air operations in support of maritime surface warfare (AOMSW) exercise in the Arabian Gulf, Aug. 9-12.

The exercise included Joint Terminal Attack Controllers (JTACs) directing live fires at simulated targets from an AC-130W gunship attached to SOCCENT and rotary and fixed wing aircraft attached to the JAC. It gave Emirati and U.S. pilots a chance to hone strike capabilities together against surface targets such as maritime infrastructure and fast attack craft.



Cpl. Cutler Brice

U.S. Navy and United Arab Emirates Joint Aviation Command personnel board a UAE UH-60L Black Hawk during an air operations in support of maritime surface warfare exercise in the Arabian Gulf, Aug. 11. Integration operations between UAE and U.S. maritime forces are regularly held to maintain interoperability and the capability to counter threats posed in the maritime domain, ensuring freedom of navigation and free flow of commerce throughout the region’s heavily trafficked waterways.

See ARABIAN | B7



# #OKBoomer: How TikTok cured my FOMO

By Lisa Smith Molinari

I'll admit it — I suffer from FOMO when it comes to my kids. My “fear of missing out” has caused me to engage in behaviors that are desperate, annoying, and often unbecoming of a mother and military spouse. Which explains why I downloaded TikTok this week.

“You posted another TikTok? What’s this one about? Will you show me? Will you play it again?” I’d been nagging our daughter, Anna, for three months, because I didn’t have the wildly popular app on my battered, excruciatingly slow Samsung Galaxy 7 Smartphone. Hardly anyone my age uses TikTok, but as the clock ticked on the 45-day divestment deadline imposed against TikTok parent ByteDance by President Trump earlier this month, I knew I had to act or miss my opportunity forever.

As a 2020 recent fashion design graduate, Anna had to put her dreams of working as a fashion designer aside after the retail industry shut down due to coronavirus. While at home, our resourceful and hardworking military child has been creating her own brand of upcy-

clad clothing, promoting her designs on Instagram, DePop, Triller and TikTok. Recently, two of her videos went viral, garnering about a million views each.

Anna is far from becoming a “mega-influencer” — content creators with over a million regular followers, who can get paid more than \$10,000 per post by brands, musicians, and the video apps themselves. In fact, Anna isn’t even considered a “micro-influencer” yet, which requires at least 50,000 followers. It’s worth trying though, because in July TikTok established a \$200 million fund to pay influencers, and plans to increase that to \$1 billion over the next three years. Despite stiff competition, I am Anna’s number one fan, cheering like a lunatic mom from the sidelines as I’ve done for years, “Go, Anna! That’s my girl! She’s a star! Brownies, anyone?”

Yesterday, I poked “Install TikTok” on my phone’s scratched screen, knowing full well the risk that my data could be shared with the Chinese government. This shows how serious my case of FOMO had become — normally, I would overthink the decision and eventually become paralyzed with fear.

Not this time. Other than fleeting panic that Chinese operatives might discover my compulsive ceramic Christmas tree purchasing history on eBay, I didn’t give it much thought. The security risk TikTok poses is concerning — in January, US military branches banned the app on government issued phones and discouraged military members from downloading it to their personal phones — but missing out seemed like a bigger threat in the moment. After creating a username and password, the app’s iconic music note appeared on

my screen. I opened it without hesitation, and in an instant, was whisked off to an unknown new world.

Two hours later, the clock on our microwave compelled me to break the spell. In that warped time period, I had not only become a new follower of Anna’s TikTok account, watched all of her videos twice, liked them all, and commented on a few — I also fell prey to TikTok’s unique algorithms, intended to suck consumers into a vortex of continuously streamed video entertainment. Before I knew it, I’d been served a strangely addictive mix of visual snippets — cats dancing hip hop, people baking something called “cloud bread,” teenagers lip-syncing to disturbingly profane lyrics, and babies being naturally adorable. I laughed, I cringed, I gasped, I swiped and swiped and swiped.

Apparently, TikTok’s genius coders solved the “paradox of choice” problem when they designed the app five years ago. Other apps like Triller, YouTube and Instagram Reels require the consumer to search and self-select videos, but TikTok’s algorithms generate a “For You Page” featuring a never-ending stream of content tailored to each user’s unique interests and habits. All I had to do was sit back and swipe.

I’ll never get those two hours of my life back, but during my TikTok hiatus from reality, I finally learned that, other than my daughter’s fashion design videos, I haven’t been missing out on all that much by not using TikTok. The Chinese government may now own my social security number, but at least they’ve helped me cure my FOMO.

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# What are your TRICARE pharmacy options overseas?

By TRICARE

Do you live overseas? Got questions about how to fill your prescriptions? If you’re enrolled in a TRICARE Overseas Program (TOP) plan, you have access to the same TRICARE Pharmacy Program as stateside. This means you can fill your prescriptions through military pharmacies, TRICARE Pharmacy Home Delivery, TRICARE retail network pharmacies, and non-network pharmacies. But there are some limits for filling prescriptions overseas. As described in the TRICARE Overseas Program Handbook, in some locations, you may have to pay up front and file claims to get money back on covered drugs.

Here’s a look at the different pharmacy options that may fit your needs and how they work overseas.

**MILITARY PHARMACIES**

Military pharmacies offer the lowest cost option when compared to the other ways you could get your drugs. Here are some of the benefits:

- You get up to a 90-day supply of most covered drugs at no cost.
- Most accept prescriptions from both civilian and military providers, regardless of whether you’re enrolled at a military hospital or clinic. You should call your local military pharmacy to ensure it carries your drugs.

**TRICARE PHARMACY HOME DELIVERY**

In most cases, home delivery is your least expensive option when not using a military pharmacy. Home delivery is only available overseas if you have an APO or FPO address, or are assigned to a U.S. Embassy or

Consulate. The following also applies:

- There’s no cost for active duty service members. For all other beneficiaries, copayments apply for up to a 90-day supply of drugs.
- You don’t need to file claims.
- You must have a prescription from a U.S.-licensed provider.
- Some drugs (for example, refrigerated drugs) can’t be shipped to APO and FPO addresses.
- If you live in Germany, home delivery isn’t an option. As stated in the TRICARE Pharmacy Program Overview, you should fill your prescriptions at military pharmacies or overseas civilian pharmacies.

**TRICARE RETAIL NETWORK PHARMACIES**

Network pharmacies are only located in the U.S. and the U.S. territories of Guam, the Northern Mariana Islands, Puerto Rico, and the U.S. Virgin Islands. At these pharmacies:

- You pay one copayment. A fixed dollar amount you may pay for a covered health care service or drug, for each 30-day supply of covered drugs.
- You don’t need to file a claim for covered drugs.
- Some maintenance drugs may be restricted to home delivery after two refills at a retail network pharmacy.

**NON-NETWORK (OVERSEAS) PHARMACIES**

In some cases, overseas pharmacies may be your only option. If you use an overseas pharmacy, you’ll have to pay the full price for your covered drugs, and file a claim with the TOP contractor to get your money back.

- With TOP Prime and TOP Prime Remote, you get 100% of your money back when you use an overseas pharmacy to fill your covered prescriptions.
- With TOP Select, you pay a deductible and cost-shares.

What if you live or travel in the Philippines? If you need to fill a prescription in the Philippines, you must use a certified pharmacy.

Getting your prescription drugs should be easy and the TRICARE Pharmacy Program ensures you have several options. Take command of your health and learn more about your pharmacy coverage overseas.



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David Stoehr

Mike DeSousa, an engineer in the Naval Undersea Warfare Center Division Newport's Undersea Warfare Weapons, Vehicles, and Defensive Systems Department, remotely assists students in a summer STEM program with the Sea Lab Marine Science Education Center in New Bedford, Massachusetts at the Undersea Collaboration and Technology Outreach Center on July 15. The Sea Lab program taught STEM skills to 350 public school students.

## NUWC Division Newport supports remote STEM learning for New Bedford students

From Naval Undersea Warfare Center Division Newport Public Affairs

### NEWPORT, R.I.

Naval Undersea Warfare Center Division Newport's Educational Outreach recently helped 350 public school students in New Bedford, Massachusetts, complete a summer STEM program with online courses and instruction.

Because of the health and safety challenges presented by the COVID-19 pandemic, teachers with the Sea Lab Marine Science Education Center in New Bedford, that oversees a nationally recognized marine science program, developed a virtual and hands-on plan that would keep students and teachers safe. Consisting of one and two-hour remote learning science experiences, the Sea Lab summer curriculum was designed to provide engaging science content. Each marine learning experience was developed to pique student interest, promote a love of science and pave the way for future careers in science or engineering. The program is conducted at no cost to students.

On July 15, NUWC Division Newport hosted the New Bedford teachers at the state-of-the-art Undersea Collaboration and Technology Outreach Center. The teachers assisted the Sea Lab students with remotely coding the movement of undersea robots that were built during the online classes.

"We worked hard with the folks at Sea Lab to develop something engaging as we adapt to virtual learning. Students spent so much time in front of a screen this spring — we wanted to be able to provide a hands-on experience — even if remotely," Division Newport Educational Director Candie Des-

jardins said. "Our outreach team did a great job creating something we can continue in whatever form schools return to. We will be sharing with our other NAVSEA sites as well."

NUWC Division Newport's assistance with the acclaimed program did not go unnoticed.

"I wish to express my sincere appreciation to Candie Desjardins, NUWC Educational Director, for her assistance in making Sea Lab summer sessions a reality," Simone Bourgeois, Sea Lab facilitator, said. "Sea Lab students tell me all of the time that they never knew that science careers were an option for them and that the program has opened their eyes to new opportunities. These students are the best of the best and their curiosity and love for science make this program a success."

NUWC Division Newport is a shore command of the U.S. Navy within the Naval Sea Systems Command, which engineers, builds and supports America's fleet of ships and combat systems. NUWC Newport provides research, development, test and evaluation, engineering and fleet support for submarines, autonomous underwater systems, undersea offensive and defensive weapons systems, and countermeasures associated with undersea warfare.

NUWC Newport is the oldest warfare center in the country, tracing its heritage to the Naval Torpedo Station established on Goat Island in Newport Harbor in 1869. Commanded by Capt. Chad Hennings, NUWC Newport maintains major detachments in West Palm Beach, Florida, and Andros Island in the Bahamas, as well as test facilities at Seneca Lake and Fisher's Island, New York, Leesburg, Florida, and Dodge Pond, Connecticut.



MC2 Alex Millar

Vice Adm. Roy Kitchener, Commander, Naval Surface Force U.S. Pacific Fleet, tours the engine spaces of the Amphibious assault ship USS Boxer (LHD 4), Aug. 13, 2020. During the tour, Kitchener evaluated Boxer's current state of readiness and met with Sailors.

## VADM Kitchener visits USS Boxer

By MC2 Justin Daniel Rankin  
Commander, Naval Surface Force, U.S. Pacific Fleet Public Affairs

### SAN DIEGO

Vice Adm. Roy Kitchener, Commander, Naval Surface Force U.S. Pacific Fleet (CNSP), visited amphibious assault ship USS Boxer (LHD 4), Aug. 13.

Kitchener toured the ship from top to bottom and met with some of the crew, expressing his appreciation for the work being done.

"The work the crew and contractors are doing here isn't always glamorous, but it's the day-to-day grind now that will allow us to fight and win on the high seas," said Kitchener. "In today's environment, control of the sea and projecting power is more important than ever, and making sure our peo-

ple are fully manned, completely certified, and totally ready when they deploy is crucial."

Admiral Kitchener also spoke to the extraordinary challenges COVID-19 creates in keeping the crew healthy and ships ready to sail.

"COVID-19 is a real threat, but it's not an excuse to let our readiness falter. It's absolutely possible for us to maintain the safety and health of our crew and their families while also taking care of our ships," he said.

The mission of CNSP is to man, train, and equip the Pacific Fleet naval surface force to provide fleet commanders with credible naval power to control the sea and project power ashore. Since taking command on Aug. 3, Kitchener has been touring some of the 93 ships and 42 shore commands under his purview.

Boxer is currently in dry dock undergoing maintenance.

# VETERANS TUESDAYS

## TUESDAYS IN AUGUST

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U.S. Navy  
A Sailor aboard the USS Tortuga (LSD-46) uses a damage control stand-alone laptop provided by Naval Surface Warfare Center, Philadelphia Division (NSWCPD) in the fight against COVID-19, Aug. 13. The laptop utilizes NSWCPD's Advanced Damage Control System (ADCS), which provides crews aboard U.S. Navy vessels the capability to track personnel, plot boundaries around quarantined areas, and manage traffic throughout the ship.

# NSWCPD’s Advanced Damage Control Team delivers Software to help mitigate the spread of COVID-19 in the fleet

By Keegan Rammel  
Naval Surface Warfare Center Philadelphia Division Public Affairs

## PHILADELPHIA

On Aug. 14, Naval Surface Warfare Center, Philadelphia Division (NSWCPD) began delivery of 95 Damage Control management laptops to the fleet preloaded with software that allows crews aboard Navy vessels to track and isolate COVID-19 cases.

NSWCPD’s Machinery Control System & Advanced Damage Control System (ADCS) Branch began installing ADCS on aircraft carriers and amphibious ships on a class-by-class basis in 2018. The system helps ships manage damage control incidents on U.S. Navy and Coast Guard ships – everything from an enemy attack to an accidental collision or fire. Prior to March 2020, ADCS had been installed on nine ships across the fleet.

With the onset of COVID-19, NSWCPD proposed re-purposing ADCS to help ships manage and mitigate the impact of the virus. The software was already designed to be used in the event of a chemical or biological attack, providing capabilities for personnel tracking, plotting boundaries around quarantined areas, and managing traffic throughout the ship.

“The ability to innovate is a cornerstone of ADCS,” said John Buckley, NSWCPD Machinery Control Systems and ADCS branch manager. “One of the directives we had when we started designing the system was that it had to be adaptable for purposes we had never even considered. A global pandemic was not something we had planned on, but keeping sailors safe definitely was.”

Laptops are currently scheduled to be delivered to 171 surface ships across the fleet.

This effort represents a substantial amount of collaboration and innovation across the Naval Sea Systems Command (NAVSEA) enterprise. The engineers, software developers, and trainers of the NSWCPD 516 Damage Control Auto-

mation team worked closely with the Technical Warrant Holder for Damage Control and Personnel Safety, Hank Kuzma (SEA05P5) and his team to develop a plan to rapidly deploy the laptops across the fleet.

“We are delivering these laptops to all surface ships in the fleet in a 2-4 month timeframe from when we were originally tasked by NAVSEA 05’s Naval COVID Rapid Response Team (NCR2T),” Buckley said. “Everyone that’s been involved with this project has bent over backwards to make it happen. Everyone recognizes its importance for the safety of our Sailors.”

Acquisition of the laptops and the ability to provide them to the fleet in a short time frame was accomplished through collaboration across NSWCPD technical and support codes.

“Division, branch, program, financial managers and IT managers in the Contracts department, Corporate Operations department, Machinery Programs and Platforms department, and Machinery Research, Logistics and Ship Integrity department immediately pitched in, making it possible to procure over 150 laptops in an extremely compressed schedule,” Buckley said. “The Public Affairs Office stepped in to make a ‘How-To’ video to familiarize Sailors who have never seen ADCS before on the operation of the system. Integrated Logistic Support (ILS) personnel provided immediate response to requests for development of support documentation for the effort. The Chief Engineer’s Office and Systems Engineering Process group were also extremely supportive.”

NAVSEA Naval Systems Engineering Technology Office and the Naval COVID Rapid Response Team, who is leading NAVSEA’s efforts to sanitize and continue operation of the fleet, championed and funded the project.

“NSWCPD’s damage control team has done an incredible job to meet the mission and provide this technology to the

fleet to protect the health of our Sailors,” said Capt. Dana Simon, NSWCPD’s Commanding Officer.

When Buckley first saw the news of the COVID-19 outbreak that occurred on USS Theodore Roosevelt (CVN 71), he knew that they would need help tracking all 3,000 spaces onboard. NSWCPD’s Damage Control Team immediately started working on how to best use the ADCS to help the crew establish quarantine spaces, track where infected Sailors had been, and schedule regular cleaning to help mitigate the virus.

During a ship visit with USS Tortuga (LSD-46) following the install of the ADCS, the ship’s Medical Officer asked Buckley if ADCS could be utilized to track COVID-19. After speaking with the Commanding Officer, Cmdr. Rosie Goscinski, it was clear that the crew needed to be able to track the shipyard workers who were coming aboard, if they had any symptoms, which spaces they were working in, and with whom they came into contact. USS Tortuga is the first surface ship in the Atlantic Fleet to receive ADCS, and they have been strong advocates of the benefits of the system.

“We installed a laptop on the quarter-deck to begin tracking who came on and off the ship,” Buckley said. “DDG 84 (USS Bulkeley) was in the same shipyard and unfortunately a shipyard worker who had died from COVID had been onboard, so we were sure to get them an early version.”

Early in the process, the Atlantic Fleet began assessing the validity of ADCS to be used to mitigate COVID-19 cases. Commander Naval Surface Force Atlantic and Force Surgeon, CAPT Rees Lee, MD, recommended ADCS to manage and track cases.

“There is great potential for the system to be used effectively beyond just damage control management,” Capt. Lee said “ADCS has the ability to be an effective patient tracking system.”

Early feedback from the fleet has been

positive. As crews are becoming more comfortable with the software they are finding unique ways to apply it to best suit their needs. Crews are using ADCS’ egress and passage system to help further social distancing by providing traffic control by directing the crew down certain passageways to prevent individuals from crossing paths in close quarters. Crews can also track disinfection and cleaning schedules.

USS Bulkeley’s Commanding Officer Cmdr. Luis Angel Gonzalez told Buckley that ADCS, “Has been a game changer onboard. While we are still learning how to fully maximize all the system offers, it certainly has made the ability to conduct contact tracing infinitely more effective and easier.”

NSWCPD personnel have been working closely with crews to apply all lessons learned to the second phase of 95 additional laptops, which began delivery on Aug. 14, and to the original 10, including ease of use upgrades.

The delivery of the final 66 laptops is currently scheduled to be completed by the end of September, with the potential to expand the program to other ship classes and to the U.S. Coast Guard.

“Of course this task would not have been possible without the efforts of the damage control team – they have put in extremely late nights and weekends to meet this very challenging schedule,” Buckley said.

NSWCPD’s ADCS project manager Mike Kaminski developed a training video to help walk Sailors through how to use the software including tracking personnel and plotting data. The How-To video is accompanied by a technical manual and other documentation installed on the laptop.

“ADCS operation was developed to be intuitive from the start, but it was important to provide, along with the user documentation, an instructional video to step the user through the guidance provided for COVID response to get them running right away,” Kaminski said.

NSWCPD employs approximately 2,700 civilian engineers, scientists, technicians, and support personnel doing research and development, test and evaluation, acquisition support, and in-service logistics engineering for Navy ships. NSWCPD is also the lead organization providing cybersecurity for all ship systems.

## IMSC statement on the incident with Motor Tanker Wila

From U.S. Naval Forces Central Command / U.S. 5th Fleet Public Affairs

### BAHRAIN

Coalition Task Force (CTF) Sentinel, the operational arm of the International Maritime Security Construct (IMSC) monitored an incident involving Iranian forces who

boarded a tanker in the international waters of the Gulf of Oman near the Strait of Hormuz, Aug 12.

A video captured the moment an Iranian Sea King helicopter hovered above M/T Wila and armed Iranian personnel fast roped aboard the ship. Initial reports indicate two Iranian ships in the vicinity of the

incident.

Iran’s use of its military forces to conduct an armed boarding of a commercial vessel in international waters constitutes a blatant violation of international law that undermines freedom of navigation and the free flow of commerce. We call on Iran to articulate to the international community the legal basis for its actions. This type of reckless, aggressive behavior by Iran destabilizes the region and threatens the rules based international order.

A CTF Sentinel coalition ship was pro-

viding overwatch in the immediate area and monitored the incident. There were no calls for help issued by Wila. CTF Sentinel’s mission is to deter and expose malign activity and reassure the maritime community in the region.

CTF Sentinel is working to secure the regional maritime commons and recommends Best Management Practices 5 (BMP5) as a guide for enhanced maritime security.

<https://on-shore.mschoa.org/reference-documents/bmp5/?id=4681>





Toiete Jackson  
Fleet Readiness Center Southeast’s paint shop completes the first F/A-18 Super Hornet with the Blue Angels signature paint as the jet awaits transport to Boeing Global Services Cecil Field for final assembly, May 4. The Super Hornet will become the fourth Boeing platform to be used by the Blue Angels flight demonstration team.

# Fleet Readiness Center Southeast plays critical role in providing the Blue Angels with new Super Hornet aircraft

By Ashley Lombardo  
Fleet Readiness Center Southeast Public Affairs

JACKSONVILLE, FLA.

Fleet Readiness Center Southeast (FRCSE) recently applied the final coat of paint on the inaugural Super Hornet for the U.S. Navy’s Flight Demonstration Squadron, the Blue Angels.

But the aircraft’s distinctive paint, cobalt blue with yellow trim, is just the work completed by the depot that the eye can see.

The team’s transition from the F/A-18 Hornet to the F/A-18 Super Hornet, a more powerful jet that’s approximately 25 percent larger, would not be possible without FRCSE. The Legacy Hornet served as the primary aircraft for the Blue Angels since 1986 and will retire its run in 2021.

“Knowing we are playing a critical role in making the Super Hornets ready for the team is an incredibly proud moment for the command as a whole,” said Col. Fred Schenk, FRCSE’s Commanding Officer. “The work is ongoing, and we’re tremendously honored to be a part of the transition. We aren’t just providing the well-known Blue Angels paint scheme, but we are performing the necessary maintenance and modifications to sustain the aircraft

throughout their service life with the team.” To make these aircraft the recognizable, sky-ripping planes you see, paint is just the beginning.

Modifications ranging from the removal of weapons systems to the outfitting of each aircraft with a control stick spring system for more precise aircraft control, require support from dozens of maintenance artisans working hundreds of hours. The final product—a first of its kind Super Hornet that is safe, ready for flight and looking better than ever.

According to Rick Heffner, FRCSE’s paint shop supervisor, the depot has been doing the Blue Angel’s signature paint for years, but when the demonstration squadron decided to transition to the Super Hornet aircraft, Heffner and his team faced a new set of challenges.

“It was decided last year that FRCSE would continue to provide this service for the new airframe. The Super Hornet is larger than the Legacy Hornet, so getting the proper size markings for the aircraft was a challenge initially,” said Heffner.

In fact, just the painting process for these aircraft takes approximately ten days. It’s a job that requires a significant amount of prep work, which includes sanding, washing,

masking, priming, seam sealing and more. Those are just a few of the necessary steps required before getting to the blue, yellow, white and clear paint coats and accents. Each process requires a keen eye for detail and meticulous time management.

Matt Lindberg, FRCSE’s Deputy Director of the F/A-18 E/F MRO Production Line, said the first Super Hornet slated for conversion arrived at Cecil Commerce Center in December 2017 and work is expected to continue throughout 2021.

“FRCSE is performing the Planned Maintenance Interval (PMI), modifications (MODs) and other over and above work to get these jets ready for years of uninterrupted service by the Blue Angels. A couple of the jets were in storage for 5 to 6 years, so we had to bring them back up to code, per se,” he said. “The work we do can take anywhere from 90 days to a year, depending on the condition of the jet and work package requirements.”

Once the aircraft arrives at Cecil, each goes through the same basic life cycle: PMI, MODs and then it’s towed to our main facility at Naval Air Station Jacksonville (NAS JAX) for paint strip and prime. Boeing then completes Blue Angel-specific modifications and it’s then re-

turned to NAS JAX for final paint. Lastly, Boeing finalizes the assembly and performs flight tests.

While FRCSE is doing a lot of the necessary work to get these aircraft sky-ready, Boeing will accomplish the Blue Angel-specific modifications like the addition of an oil tank for the smoke generation system.

To date, FRCSE has performed PMI or MODs on nine of the first 11 Super Hornet aircraft slated for the Blue Angels. Lindberg confirmed that in order to meet transition and training requirements to begin the 2021 airshow season, these 11 aircraft need to be delivered by December 2020.

“As a team, we take a tremendous amount of pride in the work we’ve completed and continue to do in support of the new platform for the Blue Angels. Every day our employees strive to maximize their performance to produce quality products at an ever-increasing speed,” said Lindberg. “I can confidently speak for the rest of our team when I say we cannot wait to see the jets we have worked diligently on take to the skies in cities around the United States.”

While we are just a few months away from watching these incredible pieces of military muscle flying high, it’s clear that a new day has dawned for the demonstration team and air show enthusiasts alike. Thanks to the efforts of a diverse team of experts committed to perfecting even the smallest detail, fans will continue to be awed by the Blue Angels aerial acrobatics for years to come.

Though the schedule for 2021 is still pending, please visit [blueangels.navy.mil](http://blueangels.navy.mil) for more information.

# USS Emory S. Land arrives in California for scheduled maintenance

By MC1 Jason J Behnke  
USS Emory S. Land (AS-39) Public Affairs

VALLEJO, CALIF.

The submarine tender USS Emory S. Land (AS 39) arrived in Vallejo, California, Aug. 17 for a scheduled maintenance availability at Mare Island Dry Dock.

Land is scheduled to spend 150 days at Mare Island Dry Dock to complete a regular overhaul and dry dock period. Mare Island Dry Dock was awarded the \$33,532,308 contract earlier this year.

Land spent nearly eight months deployed to the U.S. 7th Fleet area of operations supporting theater security cooperation efforts in the Indo-Pacific region in 2019 and 2020. The ship made port visits to seven countries to conduct training and repair missions with partner nations.

“Our deployment was a huge success,” said Capt. Michael Luckett, Land’s commanding officer. “We demonstrated our ability to conduct vital evolutions with our partners.”

Mare Island was the first U.S. naval base on the West Coast in 1854. The dry dock built 512 ships and repaired many more. In spring of 1996 the dry dock closed, but re-opened in 2013. In 2018, Land became the first Navy ship in more than 20 years to conduct shipyard maintenance there.

“This maintenance availability period is intended to improve the material readiness of the ship,” said Luckett. “Our ability to deploy for so long is a testament to the great work done by the men and women at Mare Island in 2018. We’re looking forward to getting this maintenance work completed



MC3 Zachary Grooman  
Sailors man the rails aboard the submarine tender USS Emory S. Land (AS 39) as the ship arrives at Mare Island Dry Dock, Aug. 16. Land is in Vallejo, Calif., for a scheduled maintenance availability at Mare Island Dry Dock.

so our crew can get back to meeting the demands of operating at sea.”

While at Mare Island, some Sailors, like Retail Service Specialist 3rd Class Karrina Hampton, a native of Sacramento, California, are excited for a chance to visit friends and family during one of the rare times Land is stateside.

“I am ecstatic to go back and be with my family again,” Hampton said. “I remember living through all-weather seasons and being able to drive and go to the national parks, seasonal events, and taking trips to the State Capital.”

Between COVID-19, deployment and the often expensive flights home from Land’s homeport of Guam, many Sailors aboard Land haven’t had a chance to visit loved ones for many months. Many crewmembers hope to find the opportunity to take a break sometime during the busy

schedule of the maintenance availability. “I hope everyone gets a much needed break back stateside with their families,” Hampton said.

Prior to departing Guam, the crew completed a 14-day sequester period and underwent testing for COVID-19 to ensure the crew was healthy. Since then, Land has traveled more than 5,000 nautical miles in route to the West Coast.

“We did everything necessary to ensure the safety of the crew,” said Luckett. “We’ll continue to follow the strict guidelines set in place by the Navy during these challenging times.”

Sailors aboard Land continue to follow strict guidelines in response to the global pandemic. Face masks are required throughout the ship and while on liberty, social distancing is enforced, and the ship is cleaned and sanitized several times a day to

minimize the risk of spreading the virus.

Guam is home to the U.S. Navy’s only submarine tenders, USS Emory S. Land (AS 39) and USS Frank Cable (AS 40), as well as four Los Angeles-class attack submarines. The submarine tenders provide maintenance, hotel services and logistical support to submarines and surface ships in the U.S. 5th and 7th Fleet areas of operation. The submarines and tenders are maintained as part of the U.S. Navy’s forward-deployed submarine force and are readily capable of meeting global operational requirements.

For more information about USS Emory S. Land (AS 39), visit us at <http://www.csp.navy.mil/emorysland/> or like us on Facebook at <http://www.facebook.com/EmorySLand>, or on Twitter @EmorySLand.



# Competent corpsmen capably conduct contact tracing for COVID cases

By Douglas Stutz  
Naval Hospital Bremerton Public Affairs

**BREMERTON, WASH.**

They’re part sleuth, part survey, part surveillance.

And all support. Such is the combined epidemiological ability of Navy Medicine Readiness and Training Command (NMRTC) Bremerton’s Preventive Medicine department. They’ve been assigned with the herculean task of contact tracing for each positive COVID-19 contact investigation since day one of the ongoing pandemic outbreak.

Contact tracing is a painstaking process. The preventive medicine technicians (PMTs) meticulously evaluate those who have tested positive for the coronavirus to determine if they have had close contact and exposed anyone and any place. Close contact is described as being within six feet of another for more than 15 minutes without proper personal protection equipment such as a cloth face covering.

“Contact tracing is not easy. It can be time consuming and at times frustrating. It can take anywhere from one hour to one day trying to figure out another person’s past movements. We’re contacting someone and asking them to remember back 14 days from the test date to identify anyone or any place they might have infected. As an important part of any case investigation, it really helps us determine if others have been exposed,” said Chief Hospital Corpsman Dawn Dillow, Preventive Medicine department leading chief petty officer.

The need for timely, concise and accurate contact investigation of all COVID-19 cases is deemed crucial in the ongoing effort to



Preventive medicine technicians assigned to NHB/NMRTC Bremerton present a collective collection of the command’s COVID-19 contact tracing team, responsible for the task of investigating positive cases of the novel coronavirus as part of all contact investigations in the ongoing effort to help stop the spread of the pandemic outbreak, Aug. 13.

Douglas Stutz

stop the spread of COVID-19. As soon as someone’s test results come back positive, the command’s Urgent Care Clinic and Preventive Medicine contact them.

The contact tracing process begins by clarifying administrative, demographic, and clinical status for each person, along with noting predisposing conditions, clinical testing, hospitalization status, and any treatment update(s).

Next comes going over the novel coronavirus exposure timeline – from the test date backward through the exposure period to earliest exposure date - to identify any sources of infection. This requirement focuses on determining locations of potential exposure for the past 48 hours. The more complete, the better. Addresses and phone number of those deemed high-risk. Work – and play - settings. Dates and times of specific places visited, especially any healthcare facilities, schools or day care centers.

“This is where the challenge comes in,” explained Dillow, of Mims, Fla. “We’re relying and hoping that someone doesn’t have selective memory or hold anything back because they’re afraid they might get in trouble. We’re not tattle tails and out to get someone in trouble with their command, which is going to know their status anyway.”

Dillow acknowledged that it can be taxing to recollect every stop, every location and every person someone encountered. It’s not just a person’s normal routine, but shopping, dining, traveling, and any type of gath-

ering.

“We go over suspected exposure settings, checking any that apply from the same household, co-workers and any healthcare environment,” said Dillow, adding that the PMTs query not just before but also after the onset of symptoms, during the contagious period.

Once all the data has been compiled, that information is collected into COVID-19 contact investigation notes listing such details as the names of any contacts, the date exposed, and if the contact is known to be symptomatic with COVID-19 symptoms.

“Our preventive medicine technicians (PMT) have been trained in this and are the best at what they do in their specialty. No one really knew that much about our Preventive Medicine department. Now? They’re showing they are the real deal. This [stopping COVID-19] is what they’ve all trained for. They know this is serious and important, and do not take their responsibility lightly. They have taken on the challenge of conducting the contact tracings along with all their other duties supporting ship, shore and submarine commands. Their attitude has been tremendous in balancing everything,” commented Dillow.

One such PMT is Hospital Corpsman 3rd Class Tiffany Hubbard, who has worked tirelessly with on contact tracing. Hubbard and her counterparts have been going almost non-stop since March.

“We’re one of the first notified of a

(COVID-19) positive case. That notification kicks off a chain of events that we oversee and contribute,” explained Hubbard, from Antofagasta, Chile. “Upon notification from the lab or ordering provider, we notify the COVID-19 subject matter experts and chain of command. We then call the individual to find who might have been exposed so we can track and monitor them to keep our community safe.”


Accomplishing their tracing task is not done electronically or automatically. Its boots on deck to contact a specific individual, then rely – and prompt if needed - on that person to honestly remember their movements and interactions with others.

Along with Hubbard, the Preventive Medicine department team lineup is Hospital Corpsman 1st Class James Gibbens, Hospital Corpsman 2nd Class Ryan Kowalski, Hospital Corpsmen 3rd Classes Brandon Bazeluk, Amanda Claborn, Brandon Fletcher, Phillip Gomez, and Ricardo Silva, augmented by HM2 Edwin Requeno and HM3 Stephen Hohner.

Although the PMTs deal primarily with active duty personnel, they have conducted contact tracing for a few civilians – federal civil service – before funneling the compiled info to Kitsap Public Health District.

“Once contact tracing is completed, it is sent to Kitsap Public Health District as part of the case investigation. Our relationship is close. We essentially work with the county,” Dillow noted.

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**STORY** | *For over 10 years the former base commanding officer has rested among the in NAS Pensacola’s Barrancas National Cemetery*

*Continued from B1*

“Like most Vietnam Veterans he was a little hesitant to talk about it with just anyone, but when he got to know you, particularly if you were also a Vietnam Veteran, he would go into great detail and you could see the emotion in his eyes when he discussed the mental suffering and pain,” he said.

On June 2, 1965, Lt. J.G. McKamey was flying combat missions with his wingman over North Vietnam from the USS Midway (CVA-41) in an A-4E Skyhawk. During an “uneventful” routine reconnaissance flight, they started to head back to the ship when the jets crossed over a river and he saw something that resembled a construction site. He told his wingman that he wanted to take a closer look at it, so he turned around and flew at low-altitude to see what it was.

“Suddenly I heard a sharp ‘thump, thump!’ — not unlike a knock on a door— on the side of the aircraft and I immediately lost all electrical power,” McKamey told Giberson. “I put the plane into a climb and reached for the generator. I jerked the handle and it came off in my hand. That’s when I began to realize that I was probably in more trouble than I realized.”

With his cockpit filling with smoke and his jet engulfed in flames, he ejected and parachuted towards Earth. Landing in an open area, he quickly saw armed Vietnamese running towards him and was immediately apprehended.

“I was taken prisoner and after walking for about five hours, put in a small prison near Hue,” he told Giberson. “I was confined there for about 10 days while awaiting transportation to Hanoi.”

Once at Hanoi, McKamey was subjected to brutal interrogation tactics at the hands of the North Vietnamese, only responding in accordance with the Code of Conduct by giving his name, date of birth and service number. He was forced to endure increasing amounts of pain when he refused to answer any other questions, to the point of blacking out.

“The pain was so bad that I lost all track of time,” he told Giberson. “It may have only been a few minutes, but it seemed like hours. I really don’t know.

McKamey was quoted to say that food deprivation and sheer boredom were the worst things that he and his fellow POWs had to contend with in his seven years as a POW in Hanoi.

“There was absolutely nothing to do. We just sat in our cells day in, day out,” he said.

In January 1972, all of the POWs were told they were to be gradually released in the order of their capture. On Feb. 12, 1973, McKamey returned home. It had been 2,813 days since he was launched from the deck of the USS Midway.

Some people would have been incapable of maintaining a functional life after such a harrowing experience, understandably, but not J.B. McKamey. His career was far from over.

After being briefly hospitalized to recover from his injuries, he returned to active duty and served in numerous billets until 1982 when he assumed command at NAS Pensacola until 1984. He retired from the



Courtesy Photo/ In the Clark AB hospital, released Prisoner of War, U.S. Navy Cmdr. John Bryan McKamey (captured June 2, 1965) and his escort officer, Lt. Cmdr. Gary Stieger share a laugh during the packing of McKamey's suitcase. McKamey was in the first group of POWs released by North Vietnam at Hanoi on February 12, 1973.

Navy as a Captain after 31 years of active duty service on June 1, 1986, and was among the first Vietnam POWs to receive the POW Medal when the medal was authorized in 1989.

His service to his country was still far from over, as he later returned to NAS Pensacola and served as the public affairs officer (PAO) for an additional seven years until he retired for the final time.

During his years as PAO, he hired Harry White to be his community relations specialist, who eventually became McKamey’s replacement upon his final retirement in 1996. White subsequently served as the NAS Pensacola PAO until 2014, and fondly remembers the years he spent as a colleague of McKamey.

“He was a mentor and a friend,” said White. “One of the most even-keeled people I have ever known. I never saw him rattled or angry, and everyone gave their very best because nobody wanted to disappoint JB.”

When asked about his character, White further echoed Giberson’s strong sentiment of respect and admiration.

“He was a man of tremendous character

and courage, and was extremely smart,” he said. “He was also very kind and caring -- always available if you needed someone to talk to. I think JB was always concerned about every member of his staff having an opportunity to be successful, and he worked hard to provide those opportunities.”

White says that McKamey never brought up his time as a POW unless it was at a speaking engagement, but had no reservations speaking about it when it was brought up.

“JB could make one come to tears through laughter and then through sorrow with his stories of being a POW,” said White. “He had a wonderful way of describing his capture. I remember questioning a decision he made in the heat of an emergency and his response was ‘What are they going to do, send me to Vietnam and make me a POW?’ I never again questioned his wisdom.”

Once he was finally finished with federal service, McKamey spent his retired years in Florida with his family. On the morning of February 9, 2010, he passed away peacefully at his home at the age of 74.

A memorial service was held at NAS

Pensacola, and his coffin was draped with a U.S. flag, and a black-and-white POW/MIA flag next to it. Six of the eight pallbearers at the service were also former POWs, who observed as he was lowered into his final resting place at Barrancas National Cemetery.

Retired Capt. James Bell who had been in Hanoi with McKamey, was quoted after the memorial service in a eulogy.

“I knew JB in Hanoi,” he said. “We were shot down about the same time in 1965 and although we never lived together, I knew JB well from living next door to him on several occasions, and ‘talking to each other’ by tapping on the wall. The Navy and the military have lost an exemplary warrior. It was a pleasure to serve with you, my friend.”

Capt. Bell has since passed away, but this sentiment seemingly matches everyone who knew JB McKamey. NAS Pensacola’s airstrips, hallways, hangars and brief rooms are wealthy with the rich legacies of great men and women who have come before us, but it would likely be quite a challenge to find a Navy life as compelling as that of JB McKamey.

**ARABIAN** | *Exercise gave Emirati and U.S. pilots a chance to hone strike capabilities*

*Continued from B1*

“Interoperability is a key to success in any domain,” said U.S. Air Force Capt. Ashton Sawyer, chief of the AFCENT Air Warfare Center’s (AWC) Command and Control, Intelligence, Surveillance, and Reconnaissance (C2ISR) branch. “Constant training ensures our combined forces are ready to defend against any enemy.”

The JTACs, assigned to Special Purpose Marine Air-Ground Task Force — Crisis Response — Central Command (SPMAGTF-CR-CC), AFCENT and SOCCENT, were stationed aboard a variety of aviation and surface assets, including USS Lewis B. Puller (ESB 3), Cyclone-class patrol coastal ships (PC) attached to NAVCENT Task Force (TF) 55, and MK VI patrol boats assigned to NAVCENT TF 56. Puller also served as an afloat staging platform for both UAE and U.S. aircraft.

“JTACs operate on the ground as the eyes providing a vital link between the air and surface,” said U.S. Air Force Staff Sgt. Brandon Tatum, an AFCENT AWC JTAC. “We are responsible for the safety of friendly aircraft while providing strike control of nearby as-



Cpl. Cutler Brice U.S. Marine Corps MV-22B Ospreys assigned to Special Purpose Marine Air-Ground Task Force — Crisis Response — Central Command 20.2, prepare for departure aboard the expeditionary sea base USS Lewis B. Puller (ESB 3) during an air operations in support of maritime surface warfare exercise in the Arabian Gulf, Aug. 11.

sets.”

Prior to the exercise, UAE pilots prepared by successfully completing deck landing qualifications aboard the Puller.

This also follows joint integration exercises between U.S. Navy, Army, and Air Force assets in March, April and May, featuring shipboard JTACs directing live fires from AH-64E Apache attack helicopters and AC-130W Stinger II gunships.

Participating U.S. forces included NAVCENT TFs 55, 56 and 57, the USS Lewis B. Puller, SPMAGTF-CR-CC, SOCCENT, and the AFCENT AWC located at Al Dhafra Air Base, UAE.

Integration operations between UAE and U.S. maritime forces are regularly held to maintain interoperability and the capability to counter threats posed in the maritime domain, ensuring freedom of navigation and free flow

of commerce throughout the region’s heavily trafficked waterways.

“Our robust, joint and combined training increases our skill sets to ensure regional security and remains an important pillar of our military relationship with the United Arab Emirates,” said Brig. Gen. Farrell J. Sullivan, commanding general, Naval Amphibious Force, Task Force 51/5th Marine Expeditionary Brigade.



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On Liberty

NATIONAL WOMEN'S SUFFRAGE MONTH

# WELL DONE, SISTER SUFFRAGETTE!

## 20 suffragists to know for 2020

From National Parks Service

These individuals fought for women's suffrage. They lived across the United States, and came from around the world. Some were active in the battle for women's right to vote in the early 1800s; others worked to educate and enroll voters and for voting rights into the late 1900s and beyond. Men and women, young and old, you may know some of them for other parts of their histories. Some you may never have heard of before.



**SUSAN B. ANTHONY**  
Anthony is perhaps the most widely known suffragist of her generation and has become an icon of the woman's suffrage movement.



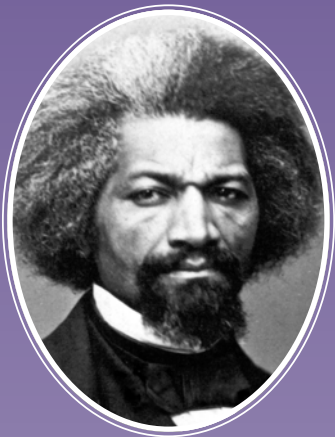
**JANE ADDAMS**  
Addams was an author, the co-founder of Hull House, a women's rights advocate, sociologist, pacifist and Progressive.



**CARRIE CHAPMAN CATT**  
Catt was a suffragist, peace activist, co-founder of the League of Women Voters and the only woman in her graduating class from Iowa State College in Ames.



**SEPTIMA POINSETTE CLARK**  
Clark was an educator and civil rights activist. She developed the literacy and citizenship workshops that played an important role in the drive for voting rights and civil rights for African Americans voters.



**FREDERICK DOUGLASS**  
American social reformer, abolitionist, orator, writer and statesman. Douglass, along with Elizabeth Cady Stanton and Susan B. Anthony, founded the American Equal Rights Association.



**WILHELMINA KEKELAOKALANINUI WIDEMANN DOWSETT**  
Dowsett was a suffragist in Hawaii. She founded the National Women's Equal Suffrage Association of Hawaii.



**FIRST TERRITORIAL LEGISLATURE OF ALASKA**  
The first act of the just-formed Legislature of Alaska in 1913 was to grant women the vote.



**DOLORES HUERTES**  
Huertes is a labor organizer; co-founder of the National Farm Workers Association; works to register agricultural workers to voter.



**HELEN KELLER**  
Keller was a civil rights activist, women's rights activist, author, speaker and used her notoriety gained as a child to advocate for others the rest of her life.



**DR. MABEL PING-HUA LEE**  
Suffragist who mobilized the Chinese community in America to support women's right to vote.



**NINA OTERO-WARREN**  
Suffragist, author, business woman, homesteader, chairman of New Mexico's Board of Health and director of an adult literacy program.



**DR. ALICE PAUL**  
Paul was one of the most prominent activists of the 20th-century women's rights movement who hailed from New Jersey.



**JEANNETTE RANKIN**  
Rankin became the first woman in U.S. history elected to the House of Representatives. She was also a Women's Rights Advocate.



**TYE LEUNG SCHULZE**  
Tye Leung was a civil rights and community activist born in San Francisco's Chinatown. She was the first Chinese woman voter in the U.S. .



**REVEREND DR. ANNA HOWARD SHAW**  
Shaw was an activist, physician and President of the National American Women's Suffrage.



**ELIZABETH CADY STANTON**  
Stanton worked at the national level to pursue the right of citizens to be protected by the U.S. constitution.



**MARY CHURCH TERRELL**  
Terrell was an African American activist and educator who championed racial equality and women's suffrage



**SOJOURNER TRUTH**  
A former slave, Truth became an outspoken advocate for abolition, temperance, and civil and women's rights in the nineteenth century.



**DR. MARY EDWARDS WALKER**  
Dr. Walker was a physician, women's suffrage advocate, Civil War veteran and the only women to receive the U.S. Medal of Honor.

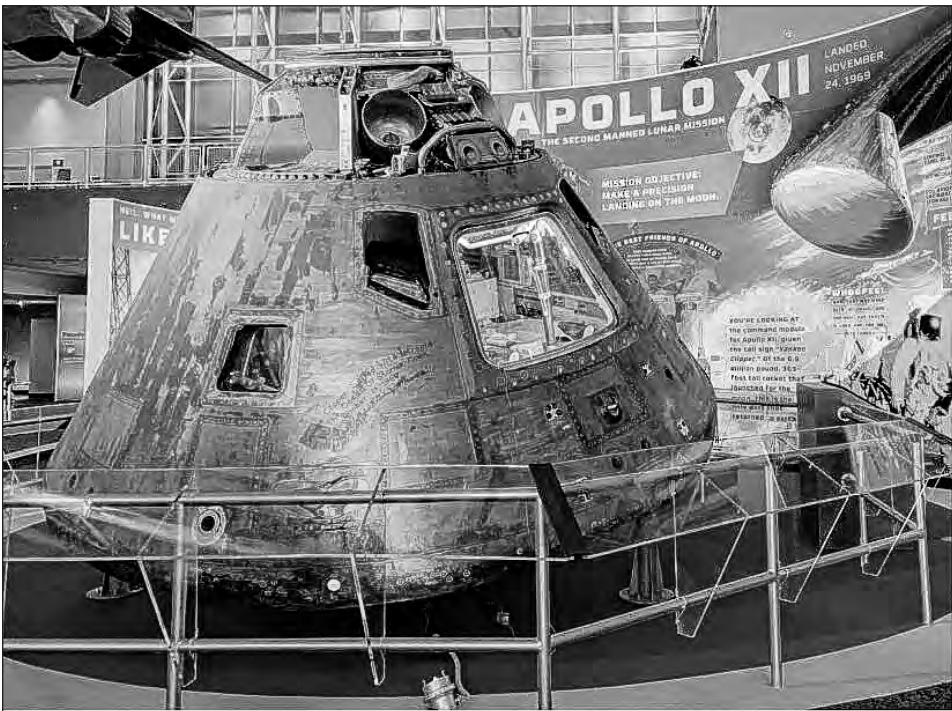


**IDA B. WELLS**  
African-American journalist and activist who led an anti-lynching crusade in the United States in the 1890s. She also fought for woman



# Community

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Courtesy photo

## Hampton attractions combination ticket now offers contactless redemption

Hampton Convention and Visitor Bureau

### HAMPTON

Hampton’s Sea to Stars ticket is now available for purchase online. Hampton’s 400-year legacy as the city “First from the Sea, First to the Stars” is captured in this combination ticket that mixes history, adventure, water recreation and pure fun! The ticket is a great value that offers discounted admission to multiple Hampton attractions. Adult tick-

ets are \$39. Children ages 4-11 tickets are \$25.

The Sea to Stars ticket is good for one-time admission to the Virginia Air & Space Center and Digital 3D IMAX Theater, Miss Hampton II Harbor Cruise, Hampton History Museum and the Hampton Carousel. Due to the COVID-19 pandemic, the Hampton Carousel is temporarily closed.

Hampton’s attractions are committed to the safety of guests and staff during the

COVID-19 pandemic. New safety measures have been implemented at all of the included Sea to Stars attractions. Safety measures include, but are not limited to: regular wiping of high touch areas, capacity limits, mask requirements, and more. To read the complete list of safety protocols for each location visit each attraction’s website.

To purchase Sea to Stars tickets go to [visithampton.com](http://visithampton.com) and click on Tickets. The ticket will be sent directly to the guest’s

smartphone for contactless redemption or to email for printing.

Partially bordered by the Hampton Roads harbor and Chesapeake Bay, Hampton, with the 344,000 sq. ft. Hampton Roads Convention Center and the award-winning Hampton Coliseum, is located in the center of Coastal Virginia and the Hampton Roads metropolitan area. Hampton is the site of America’s first continuous English-speaking settlement, the site of the first arrival of Africans in English North America, and is home to such visitor attractions as the Virginia Air & Space Center, Fort Monroe National Monument, Hampton History Museum, harbor tours and cruises, Hampton University Museum, The American Theatre, among others.

## It's back to 'Homeschool Program Days'

From Jamestown-Yorktown Foundation

### WILLIAMSBURG, VA.

Jamestown Settlement and the American Revolution Museum at Yorktown will offer special admission September 5-20 during “Homeschool Program Days,” an annual opportunity for homeschooling families to explore 17th- and 18th-century Virginia history with a blend of in-person educational programs and new virtual learning activities.

Homeschool students can discover the story of America’s beginnings with an educational, engaging and exciting museum experience at these two living-history museums administered by the Jamestown-Yorktown Foundation, an educational agency of the Commonwealth of Virginia accredited by the American Alliance of Museums. New safety and social-distancing protocols allow visitors to enjoy extensive indoor gallery exhibits and outdoor living-history areas, connecting with the stories of our shared history.

Admission to “Homeschool Program Days” is \$13 per family member and offers unlimited admission to both museums on Sept. 5-20. Children under age 4 are free. Tickets can be purchased online at the [historyisfun.org](http://historyisfun.org) eStore or in person at either museum.

Tickets include: Admission to Jamestown Settlement, including refreshed exhibition galleries, short films in immersive settings and outdoor living-history that feature re-creations of a Powhatan Indian vil-



Courtesy photo

lage, one of the three 1607 ships, and a 1610-1614 colonial fort. Admission to the American Revolution Museum at Yorktown, including expansive exhibition galleries, short films in immersive settings and outdoor re-creations of a Continental Army encampment and Revolution-era farm. Online access to pre-recorded virtual tours and a live question-and-answer session with museum educators. In-person access to education stations that offer opportunities to engage with museum educators from a safe social distance.

### HOMESCHOOL VIRTUAL MUSEUM TOURS AND LIVE Q&A SESSIONS

Also included in this year’s ticket, homeschool families will have access to pre-recorded virtual tours of both museums accessible online September 5-20, and an opportunity to join a live Q&A session with educators at either museum. Program de-

tails, including access codes for online activities and virtual tours, will be provided in welcome packets for families registered for the programs.

Live virtual Q&A sessions from Jamestown Settlement are scheduled on September 9 at 11-11:45 a.m. or September 16 at 3-3:45 p.m., and from the American Revolution Museum at Yorktown, September 10, at 11-11:45 a.m. or September 17, 3-3:45 p.m.

### HOMESCHOOL EDUCATION STATIONS

Education stations at each museum will allow families to interact with educators from a safe distance as they explore a variety of historical topics as well as critical thinking, primary source analysis and how historians use clues from the past to put together a historical narrative. At Jamestown Settlement, stations will examine the

arrival of the first recorded Africans in Virginia, mapping of the early Virginia colony, archaeology and how modern science can help shape the understanding of the past. Stations will be available September 9, 11, 14, 16 and 18 at 10 a.m.-12 p.m. and 1-3 p.m. At the American Revolution Museum at Yorktown, stations will examine espionage during the Revolutionary War, varying perspectives of war through the lives of patriots, loyalists and those who remained neutral, creation of the Declaration of Independence, and the lives of enslaved people. Stations will be available September 8, 10, 15 and 17 at 10 a.m.-12 p.m. and 1-3 p.m. Homeschool Admission Tickets For more information about Homeschool Program Days, contact Group Reservations at (757) 253-4939 or toll-free (888) 868-7593. Tickets can be purchased online at the [historyisfun.org](http://historyisfun.org) eStore or in person at either museum.





Johnny Rzeznik from the Goo Goo Dolls.

Courtesy photo

# Pandemic won't stop 27th American Music Festival

From Live on Atlantic

## VIRGINIA BEACH

For 26 previous years, the Annual Chartway American Music Festival successfully has met every challenge and brought world-class performers to Virginia Beach for Labor Day Weekend. AMF has had to overcome hurricanes, massive thunderstorms, heavy surf, high tides, and strong gusting winds.

And this year’s global COVID19 pandemic won’t stop AMF either.

A free online AMF virtual concert will be broadcast Saturday, Sept. 5 from 9-10:30 p.m. All artists have performed at AMF before.

- Johnny Rzeznik of Goo Goo Dolls
- Bret Michaels
- Marc Roberge of O.A.R.
- Michael Franti
- Moon Taxi
- Trevor Young of SOJA
- Phil Vassar
- Larkin Poe
- Carbon Leaf

Virtual AMF also can be re-watched on

## WHERE TO WATCH

Links for the concert broadcast are:

- YouTube -- [www.youtube.com/visitvabeach](http://www.youtube.com/visitvabeach)
- Facebook -- [www.facebook.com/visitvabeach](http://www.facebook.com/visitvabeach)
- [www.facebook.com/liveonatlantic](http://www.facebook.com/liveonatlantic)
- WAVY TV10 -- [www.wavy.com](http://www.wavy.com)

WVBT Channel 21, 2-3 p.m., Monday, Sept. 7. The station is seen throughout Hampton Roads, the Outer Banks and Northeastern North Carolina.

“Given the unique year we’ve all had, we’re prouder than ever to serve as the Title Sponsor for a great celebration our 757 community looks forward to every year: the Chartway Federal Credit Union American Music Festival,” said Brian Schools, president & CEO of Chartway Federal Credit Union.

“This year’s festival might be a bit different, but we want to make every community in which we live and serve better, which is why it’s a privilege for all of us at Chartway to help bring this fun experience for our third consecutive year as Title Sponsor.”

Johnny Rzeznik is the founder and guitarist for Goo Goo Dolls and performed at AMF in 2018 on the 5th Street Main Stage. The band has 19 Top 10 songs. “Iris” was #1 on Billboard’s “Top 100 Pop Songs 1992–2012” chart, “Slide” (#9) and “Name” (#24). “Iris” spent 12 straight months on the Billboard charts, and held the #1 position on the Hot 100 Airplay chart for 18 weeks. Their 14 Top Ten hits at the Hot AC radio format is more than any other artist in the history of that format.

Bret Michaels headlined the 2011 AMF’s 5th Street Main Stage, performing to one of the Festival’s largest crowds ever. He’s sold almost 50 million records as a solo artist and as Poison’s lead singer.

Marc Roberge performed a headlining set with O.A.R. on the 5th Street Main Stage in 2012. The band has played nearly every major area venue through the past decade and enjoys a large Hampton Roads fan base.

Michael Franti was in the 2016 AMF that moved to the Virginia Beach Convention Center because of inclement weather. He attracts a widely diverse audience with his unique musical blend of hip-hop, rock, jazz, reggae and funk

Moon Taxi opened for 311 on AMF’s Main Stage in 2019, and many people believe the indie-alt rock quartet stole the show from the headliners.

Trevor Young is guitarist and vocalist of

SOJA. The Arlington band opened for Ziggy Marley on the 2018 5th Street Main Stage. SOJA has earned two Grammy Award nominations and released four consecutive No. 1 albums on the national reggae music charts.

Phil Vassar opened for Sheryl Crow on AMF’s Main Stage in 2015. The Lynchburg pianist and singer has 19 Billboard Country Chart hits and was American Society of Composers, Authors, and Publishers’ (ASCAP) 1999 Country Songwriter of the Year.

Larkin Poe performed at AMF in 2019 in what’s become one of the most raved-about sets in the event’s history. The duo features strong southern harmonies, heavy electric guitar riffs, and slide guitar. The ladies often are touted as “the little sisters of the Allman Brothers.”

Carbon Leaf is a Richmond band that last played AMF in 2018, bringing their total appearances at the Festival to six years. Their indie-rock and alt-country sound has earned the group a significant core of fans in the region.

The 27th Annual American Music Festival – Virtual Edition is presented by Chartway Federal Credit Union, is sponsored by the City of Virginia Beach and Tito’s Handmade Vodka and is produced by IMGoing.

For additional information, please visit [www.liveonatlantic.com](http://www.liveonatlantic.com).

# Piff the Magic Dragon: Live from Las Vegas brings entertainment back to Sevenvenues

From SevenVenues

## NORFOLK

SevenVenues will virtually “re-open” their doors on Friday, August 28 at 7 p.m. with Piff the Magic Dragon: Live from Las Vegas, an all-new LIVE hilarious and interactive magic experience bringing Vegas-style showmanship and excitement direct to living rooms throughout the region. Piff the Magic Dragon: Live from Las Vegas brings the signature wit and wizardry of the stand out star of NBC’s America’s Got Talent and Penn & Teller: Fool Us to the virtual stage in an all-new, made-for-the-moment, comedic magic show for the whole family.

Hot off his record-breaking Vegas residency and assisted by his trusty sidekick, Mr. Piffles - The World’s Only Magic Performing Chihuahua™, Piff takes at-home audiences through never-before-seen magic, with tricks happening in their hands and homes, in this one-hour show facilitated through the ease and convenience of Zoom. With quick wit and quicker sleight of hand, Las Vegas’ ‘Best Headliner,’ ‘Best Comedian,’ and ‘Best Magician’ award winner delivers an intimate streaming show that can only be experienced online, taking his trademark magic to a timely medium. Fans will enjoy hosting this funny, family-friendly show from the comfort of their very own living room—they don’t even have to put on pants. Though Piff would prefer if they did.



Courtesy photo

Passes to access this live streaming event are \$35.75 plus applicable fees per device and go on sale Wednesday, August 12 at noon at [Ticketmaster.com](http://Ticketmaster.com).

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projects include family favorite The Elf on the Shelf: A Christmas Musical, hilarious comedy from Scary Mommy Live, and an intimate screening and conversation for fans with The Backlot Project, featuring television and film stars such as John Cleese and John Cusack.



# CDC updates symptoms list for COVID-19

By Military Health System Communications Office

With the year more than half over, many people remain concerned about catching the respiratory virus COVID-19. The number of confirmed cases worldwide has increased from about 3 million at the end of April to more than 20 million as of Aug. 12. In the United States alone, the total number of cases during this time period grew from 981,000 to approximately 5.1 million, according to the Centers for Disease Control and Prevention.

The good news: Most people who become infected with COVID-19 will recover, according to the CDC, and without needing special medical treatment. So there's no need to panic if you get sick. What's important is knowing what to do next to help ensure a full recovery and avoid infecting someone else.

The main symptoms of COVID-19 include fever at or above 100.4 degrees Fahrenheit, cough, and shortness of breath. The CDC says these symptoms can occur anywhere from two days to two weeks after becoming infected. Other symptoms may include muscle or body aches, fatigue, headache, chills, sore throat, congestion or runny nose, nausea or vomiting, diarrhea, and new loss of taste or smell.

Emergency warning signs that require immediate medical attention include trouble breathing, chest pain or pressure, and bluish lips or face. The CDC advises anyone experiencing these symptoms to call 911. If possible, put on a face covering before medical help arrives.

Some people may become seriously ill from COVID-19 and have difficulty breathing. The virus may be especially dangerous for people who have chronic or long-term health conditions that affect the immune system. Those conditions include heart or lung disease, diabetes, treatment for cancer, and HIV/AIDS.

For cases that are not emergencies, experts advise people to stay home. Don't go



Sgt. Sebastian Nemec  
Army Maj. Feliciano Salgado puts on personal protection equipment before meeting with a soldier with symptoms similar to COVID-19, at the National Training Center in Fort Irwin, Calif.

to a military medical treatment facility or urgent care clinic because that may expose others to the virus. Instead, contact the MHS Nurse Advice Line. Registered nurses will screen for COVID-19 exposure or infection. They also will offer advice for self-care and, if appropriate, coordinate virtual appointments with health care providers.

“Virtual care has proven to be a valuable tool for health care providers and patients during the coronavirus pandemic,” said U.S. Public Health Service Lt. Bobby Taylor, program manager for the MHS Nurse Advice Line.

“This resource allows you to practice social distancing and still get the answers to your health questions and concerns,” he said.

The CDC offers advice for managing COVID-19 symptoms at home. It includes

resting, staying hydrated, and monitoring symptoms to make sure they don't get worse. Sick people also should isolate themselves from others, including family members. That may require staying in separate rooms of the house and using a separate bathroom, if possible.

Health care providers can offer advice for when sick people can stop isolating. The most recent CDC guidance notes that isolation and other precautions generally can be discontinued 10 days after symptom onset, 24 hours of no fever without the use of fever-reducing medications, and improvement of other symptoms.

TRICARE beneficiaries can sign up for email updates and get the latest information on COVID-19, including emergency and urgent care options and pharmacy home deliveries.

Health care providers and military families can learn about CDC-based guidance on COVID-19 through a Spotlight page on defense.gov. said Army Col. (Dr.) Jennifer Kishimori, director of chemical, biological, radiological, and nuclear medical countermeasures policy in the Office of the Assistant Secretary of Defense for Health Affairs. The page also offers force health protection guidance, she said.

“We are working to communicate current CDC guidance for public health, hospital preparedness, patient evaluation, infection control, laboratory testing, and health risk communication, in coordination with the Joint Staff,” she said.

This guidance ensures any patient with a risk of infection receives the proper care and testing, and that public health authorities are notified of all cases.

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## Fun and Games

**ACROSS**

- 1 Most minuscule  
8 "The lady — protest ..."  
12 Subjective newspaper section  
20 Slightly  
21 Opera part  
22 Scrams  
23 Spicy stew that's so thick it takes more than two people to stir it?  
25 Commits in confidence  
26 Mon. follower  
27 With 75-Down, light-colored pub drinks  
28 Sticky sealer  
30 Very mad  
31 Create the wax figure of the Police's frontman?  
38 "— be an honor"  
39 Dinero dispenser  
40 Glass plate  
41 Cause of a stuffy nose  
46 Speed at which a Roman emperor walks?

**DOWN**

- 53 Diner dispenser  
54 Bucolic  
57 Many '90s music sales  
58 Auditoriums  
59 Mailed item containing a bill from a nail salon?  
63 Replies to irritably  
65 Imprint  
66 On the safe side, at sea  
67 — B'rith  
69 Skywalker's mentor  
70 Attach a certain package covering to a corkboard?  
75 Chorus voice  
78 A.J. of auto racing  
79 "Psst" cousin  
80 Navigate  
84 In a lax way  
86 Taking a long time to grow, just like some velvety plants do?  
89 Born earlier  
90 Sci-fi craft  
92 Daisy's kin  
93 — Palmas

**ACROSS**

- 94 Wound protector that causes sorrow?  
98 Hot pepper variety  
101 Folk tales  
102 MPG org.  
105 Suffix with salt  
106 Hairless inmates in an old English prison?  
116 Related to the kidneys  
117 GI tour gp.  
118 Tyke, in Baja  
119 Sis, e.g.  
121 Restricted-access computer linkup  
124 Product for scrubbing your noggin?  
129 Wash lightly in advance  
130 Beige-like  
131 Painter Watteau  
132 Mountains between France and Spain  
133 River of myth  
134 Most orderly

**DOWN**

- 1 William Howard —

**ACROSS**

- 2 Pelvic bone  
3 Big name in skin care  
4 Suffix with Tokyo  
5 SFO guess  
6 Camera type, in brief  
7 Work fill-ins  
8 Mexican flower  
9 Get aligned  
10 Up to, in brief  
11 Port-au-Prince's land  
12 Highway bridge  
13 Skillet, say  
14 Trauma-trained pro  
15 Singer Day  
16 Rains heavily  
17 Verdi's "very"  
18 Reach  
19 Ruhr city  
24 Bill the — (comics character)  
29 All fired up  
32 Billy the — (outlaw)  
33 & so forth  
34 Gussy up  
35 SUV biggie  
36 Gene stuff  
37 Always  
41 Motor noises  
42 QED part  
43 Paquin of "True Blood"  
44 Sweetums

**DOWN**

- 45 Dismal  
47 Hotshot  
48 "— -La-La" (Al Green hit)  
49 Old writing scroll  
50 And  
51 Dressed (in)  
52 Juan's "this"  
55 Dole out  
56 Theater mogul Marcus  
60 Interloped  
61 Center or Pen lead-in  
62 Like prisons  
63 Weaken  
64 Bit of a chill  
67 Beer and tea  
68 Quarterback great Joe  
71 Org. for 68-Down  
72 Lad  
73 "Easy there!"  
74 Big head  
75 See 27-Across  
76 1970 hit by the Kinks  
77 Chuck of NBC News  
81 Tahiti, e.g.  
82 Sweetums  
83 Fuel brand up north  
85 Be incorrect  
86 Many an heir

**ACROSS**

- 87 Salty waters  
88 Hotshot  
90 American hwy.  
91 Feudal lords' estates  
95 Kay-em link  
96 Lawn turf  
97 "Golly!"  
99 "Life of Pi" director Lee  
100 Teachers' gp.  
103 Larder  
104 Farewells, in French  
106 Linda in 1998 news  
107 Actor Fonda  
108 Step into  
109 Dancer's handrail  
110 Actor Delon  
111 Riatas, e.g.  
112 Kin of Ltd.  
113 Film director Christopher  
114 Actor Davis  
115 Claims on homes, say  
120 Writer Harte  
122 Ark.-to-Ill. dir.  
123 Suffix with Nepal  
125 Opera part  
126 Hydrocarbon ending  
127 — glance  
128 NSFW part

## Sudoku

		1		9	5	7		
6				7			3	
	4		1					2
	5				1	4	7	
9				6				3
2		7	8			9		
	9		3		2		6	
1			4					8
		6		8		2		

## 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 **T**

PL RWA OPTYZ CW IYJB DWOZ

CPJBJK, P DAYKK HYWHOY IWAOZ

BYLYB CW RWA JK "TBJJC CWH."

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## Last week's CryptoQuip answer

I feel awful for circus elephants. We all know the poor creatures work for peanuts.

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## last week's answers

G	O	A	T	I	L	S	A	T	T	E	T	R	O	D	E	A	B	S
A	C	C	E	S	S	I	O	N	A	T	T	I	R	E	S	L	A	W
W	H	A	T	C	O	U	L	D	T	H	E	Y	C	A	L	L	E	L
K	O	R	E	A	I	I	I	L	E	T	A	L	E	X	A	M		
	S	L	A	C	K	E	T	C	O	N	E	M	A	N				
H	O	D	A	C	A	N	A	D	I	A	N	P	R	O	V	I	N	C
A	T	R	A	U	T	E	S	U	A	R	E	L	D	E	R			
W	H	E	R	E	T	H	E	S	U	N	S	H	I	N	E	S	R	O
K	E	A	R	N	E	Y	N	I	E	V	A	L	P	T	I	U	S	
E	R	R	E	D	I	D	I	G	L	A	S	S	R	A	T	E		
	S	O	M	U	C	H	T	H	A	T	T	H	E	R	E			
B	A	R	T	E	V	E	L	T	I	D	E	U	M	A	S			
R	U	E	S	D	E	F	E	L	M	S	K	I	A	R	E	A		
I	T	T	I	S	A	L	W	A	Y	S	A	B	L	I	N	D	I	N
N	O	R	A	D	O	A	T	C	O	A	L	E	A	S	E			
G	L	A	R	E	O	N	E	V	E	R	Y	T	H	I	N	G	L	E
O	C	T	A	V	O	R	E	V	O	N	S	E	T					
F	A	T	S	E	T	A	S	S	E	W	N	E	I	L	L			
I	D	I	B	R	I	G	H	T	I	S	H	C	O	L	U	M	B	I
D	E	N	E	D	O	U	A	R	D	U	P	T	O	S	P	E	E	D
O	R	I	G	D	O	N	A	H	U	E	P	A	T	S	S	T	U	D

7	5	9	1	6	8	3	4	2
4	2	3	7	9	5	8	1	6
6	8	1	2	4	3	9	5	7
2	3	7	5	8	6	4	9	1
1	9	8	4	3	7	6	2	5
5	4	6	9	1	2	7	3	8
8	1	5	3	7	4	2	6	9
3	6	2	8	5	9	1	7	4
9	7	4	6	2	1	5	8	3



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