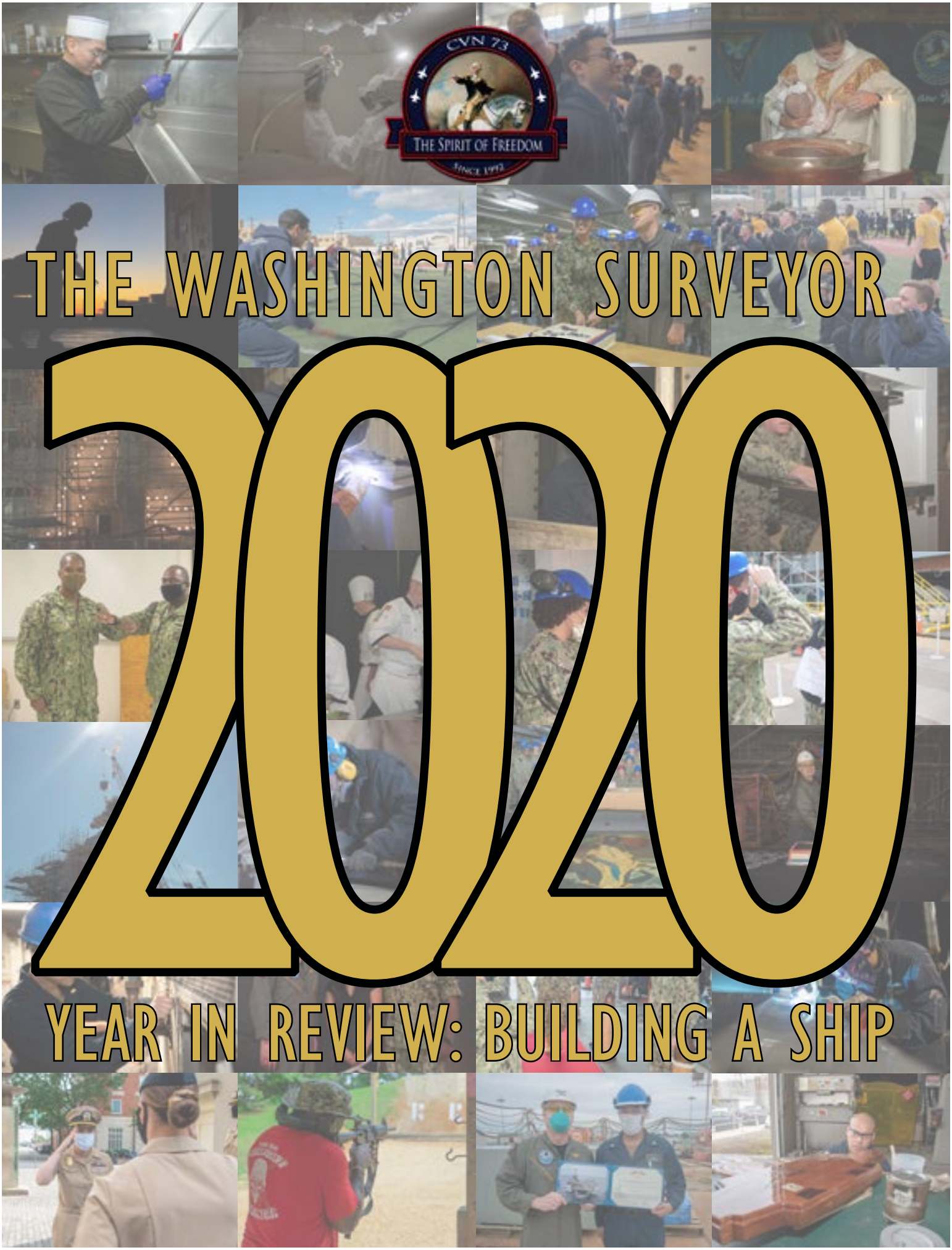

THE WASHINGTON SURVEYOR

2020

YEAR IN REVIEW: BUILDING A SHIP

Vol. 20, Issue: 23 Dec. 21, 2020

2020

YEAR IN REVIEW: BUILDING A SHIP

THE WASHINGTON SURVEYOR

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Capt. Michael Nordeen

Command Master Chief

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A special thank you to all those who let us tell your stories to the crew and to the fleet.

SAILOR IN THE SPOTLIGHT

MCSN Aislynn Heywood

HOMETOWN:
Hesperia, California

WHERE SHE WORKS:
Media Department

HOBBIES:
Hiking, helping people, and shopping

WHAT SHE ENJOYS ABOUT HER JOB:
"Meeting and interacting with new people."

WHAT 'SAILOR IN THE SPOTLIGHT' MEANS TO HER:
"Being the Sailor in the Spotlight means that I'm doing what I'm supposed to be doing what I'm supposed to be doing, which is staying positive and making sure everyone around me feeds off my upbeat energy."

WHY SHE WAS NOMINATED:
MCSN Heywood was nominated for her hard work and team spirit in putting together this year's winter safety stand down. She has a great attitude and shares her motivation with everyone she interacts with, which helps the people she interviews feel at ease and leads to great video products.

GW'S NEWEST WARRIORS

ESWS

AO3 Ann Anderson
AO2 Quran Hampton
AS3 Jun Valdes
CSSN Shuang Fan
CS1 Aaron Everett
ET3 Timothy Nicholas
ETN2 Trevor Sullivan
LS3 Randall Gibson
MA3 Brandon Robinson
MA2 Charles Rodriguez
MM2 Bryan Davis
OSSN Chantea Noble
OSSN Sydney Williams
OS2 Jeffrey Melnek

MESSENGER OF THE WATCH

ABEAA Tristan Schultz
CTMSA Barbara Vanecek
ICSN Natasha Huffman
ABHAN Alexus Bayless
PRAA Christopher Killaby
LS3 Angelo Samson
AN Daveona Youmans

PETTY OFFICER OF THE WATCH

ABE3 Erik Snead
CTM2 Timothy Murphy
IT2 Fernando Carrero-Irizarry
LS2 Andrew Manuzca
LS3 Roy Scott
OS3 Allision Judge

JUNIOR OFFICER OF THE DECK

CTM2 Timothy Murphy
STG1 Jonathan Ostrander
ABE2 Martin Boatengdaaku

OFFICER OF THE DECK

AO1 Timothy Etheridge
LT Thomas Verbeeck
MAC Thomas Bohannon
LT Chelsea Cannaday

ESWS Coordinators
OSC Zachary Machnics
MAC Thomas Bohannon

EAWS Coordinators
ACCS Matthew Cuppernoll
AOC James Cooksey

EIWS Coordinators
CTMC Kathleen Chandler
IT1 Thaddeus Wiedemeier

Deck Watch Coordinators
CDR. Steve Yargosz
LT. John Coughlin

LIGHTING THE WAY

Story by MC3 Samuel Pederson, Photos by MC3 Cory J. Daut

ORIGINALLY PUBLISHED MARCH 6, 2020- Sailors stand in formation on the flight deck under floodlights. The sun has just set, and it is time to witness the next milestone in the Nimitz-class aircraft carrier USS George Washington's (CVN 73) refueling complex overhaul (RCOH). With the flick of a switch, "73" in bright white lights is officially illuminated for the first time in more than two years.

Getting all of the various components in place to host the ship's island lighting ceremony was no small feat. Work began in earnest in early December when the engineering department's electrical division ordered the parts and equipment that would lead to a rewiring of the island lights, and the kick off of one of 2020's first major milestones.

"Starting before Christmas, we started ordering parts, and then we started working with [Carrier Engineering Assist Team] (CEMAT) to drill holes in the fixtures," said Electrician's Mate 2nd Class Andrew Tripp, the work center supervisor of the electrical division. "Then right after Christmas, once we got all the parts, we started getting our team together."

Tripp and the rest of electrical division did not work alone on the project, however. As is the case with the vast majority of RCOH work, ship's force was supported by a team of contractors and Newport News Shipbuilding employees.

"We worked with CEMAT a lot," said Tripp. "They were able to give us parts before we were able to receive our own parts. They assisted us and worked with us. If we had any questions, we went to them, because they've done this before."

Senior Chief Machinist Mate Glen Stewart, a leading chief petty officer in the engineering department, said CEMAT is the ship's force assist team that helps with specific work around the ship. Among many things, CEMAT helped electrical division remove wires and breakers.

Today, George Washington's big "73" numbers on the island shine brightly to port and starboard. Having to work on the lights on both sides of the island presented the island lighting team with some unique challenges and unexpected issues, however.

"We spent a good amount of time on the outboard side because it was all brand new," said Tripp. "The inboard side was pretty much everything that was there before. There was one string that we had to fix."

Despite the hurdles that the Electrician's Mates encountered, the island lighting ceremony went off without a hitch,

"IT FEELS VERY ACCOMPLISHING. IT SHOWS HOW FAR WE'VE MADE IT THROUGH RCOH. IT FEELS GOOD TO HAVE A PROJECT THAT WE STARTED FROM SCRATCH AND THEN BEING ABLE TO COMPLETE THE WHOLE THING. IT'S GOOD TO LOOK BACK AND SEE WE COMPLETED A GOOD PROJECT."

completing the latest milestone in George Washington's RCOH period.

"It feels very accomplishing," said Tripp. "It shows how far we've made it through RCOH. It feels good to have a project that we started from scratch and then being able to complete the whole thing. It's good to look back and see we completed a good project."

Reenergizing the ship's island lights is another step forward for George Washington in successfully getting to the RCOH finish line and is among the first major milestones that the ship will accomplish in 2020. Throughout the year, all departments will move back to the ship full-time as part of crew move aboard and the combined George Washington RCOH project crew will finish plant work and transition to testing.

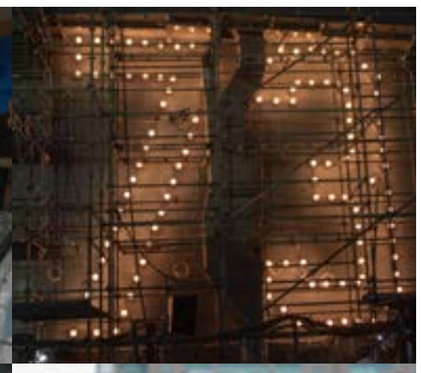
JANUARY



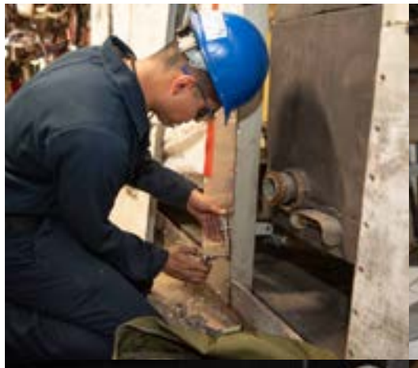



FEBRUARY



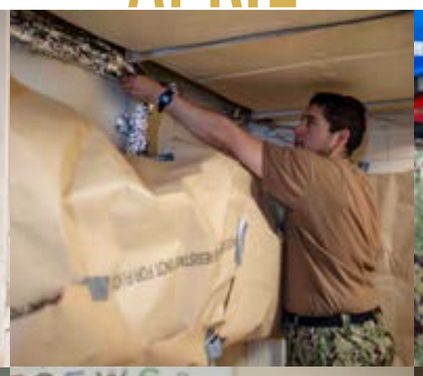


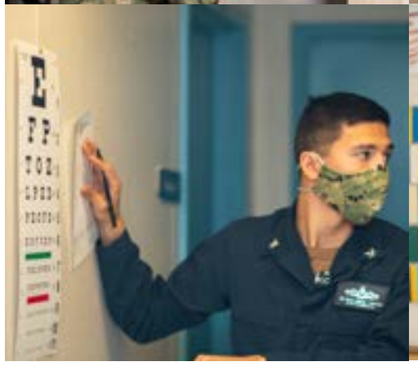
MARCH

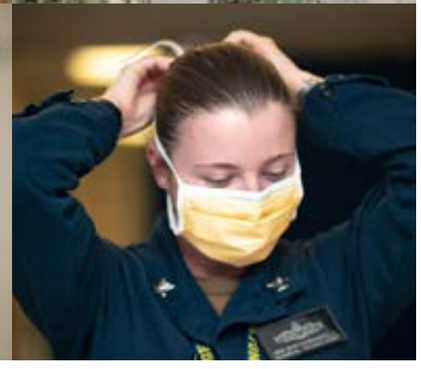





APRIL





FULL STEAM AHEAD

Story by MC3 Tatyana Freeman, Photos by MCSN Preston Cash

ORIGINALLY PUBLISHED AUGUST 24, 2020- There are milestones within refueling complex overhaul (RCOH) that are noticed and known by all: moving away from the floating accommodation facility (FAF), flooding the drydock, and major decks being refinished throughout the ship, just to name a few. However, despite not attracting a lot of mainstream crew attention, some lesser known milestones happen to be some of the most significant.

Reactor department's recent steam testing can undoubtedly be counted among these lesser-publicly-known achievements aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73).

"Steam testing is one of the more important things for George Washington," said Machinist's Mate (Nuclear) 2nd Class Michael McMenamin, a Sailor assigned to the reactor department aboard George Washington. "We're basically testing all of our piping, and all of our work that we've done so far on the steam-piping to make sure that all of that work has been done correctly and properly, and that nothing is wrong with it."

On an operational Nimitz-class nuclear aircraft carrier, the reactor aids in the creation of steam which powers the entire ship and enables aircraft to be launched from the flight deck. While undergoing RCOH, the valves, lagging, and piping leading to and from the reactor that usually carry the steam are being fixed, replaced, or upgraded. To ensure those fixes, repairs, and upgrades are done correctly, steam testing is done by pumping steam from the Nancy Lee, the Huntington Ingalls Industries Newport News Shipbuilding steam barge, through the new equipment.

"Steam Testing is a key event that will allow us to test our steam turbines in [the #2 reactor (2RAR)]," said Lt. Cmdr. Timothy Shea, the reactor maintenance officer aboard the George Washington. "We will bring steam from a barge, through hangar bay one, and into the catapult system in 2RAR. We will use the steam to spin our turbines for a retest. Our big retests will include our Main Feed Pumps and Coolant Turbine Generators."

For George Washington to even dream of going out to sea and conducting flight operations again, the steam testing is an essential and necessary step to complete.

"The reassembly and retest of our propulsion plants is a critical path to redelivery of our ship," said Shea. "Steam Testing is an important event."

The consequences of not completing repairs to the valves, lagging, and piping or not conducting the steam testing correctly would be dire and costly to the ship, its crew, and the Navy.

"If this testing weren't done properly, there could be major repercussions when we started up the plant; [say, for example] a steam line rupture happened," said McMenamin.

The reactor department has been putting in the hours to make sure that the steam testing has gone well and has been conducted accurately.

Shea said that, to prepare for the testing, thousands of man-hours worth of training as well as corrective and preventative maintenance have occurred. Items are tracked line-by-line to ensure all liabilities are cleared in a timely manner.

However, as with most things on a ship, the reactor department did not work alone to complete these evolutions; they sought the help of others.

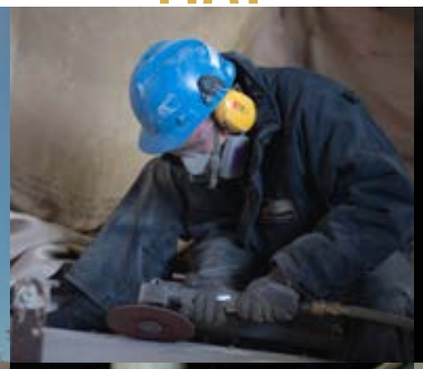
"RETEST OF THE PROPULSION PLANTS IS A CRITICAL PATH TO REDELIVERY OF USS GEORGE WASHINGTON!"

"Reactor department and shipyard employees worked side-by-side to get to Steam Testing," said Shea. "Engineering department provided support as they tested Fire Main and AFFF (Aqueous Film-Forming Foam) components in 2RAR. Repair lockers, AFFF, and the Fire Main are important requirements to ensure we can fight any casualty that may arise during steam testing. Aircraft intermediate maintenance department and the light industrial facility also provided support, ensuring our gages in the plant were within strict calibration requirements. Combat systems [department] provided support for interior circuits and other communications."

While George Washington may have plenty of exciting developments above deck progressing towards the end to RCOH, work down below is being put in day-in and day-out to ensure the ship returns to its status as the premiere and always ready aircraft carrier in the fleet.

"Retest of the propulsion plants is a critical path to redelivery of USS George Washington!" said Shea.

MAY

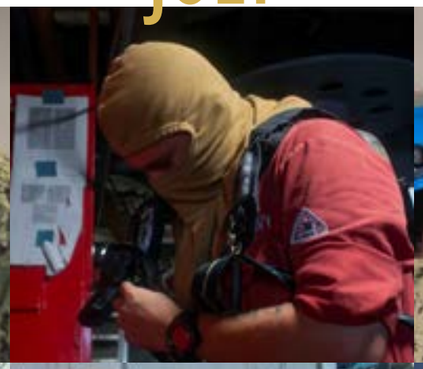


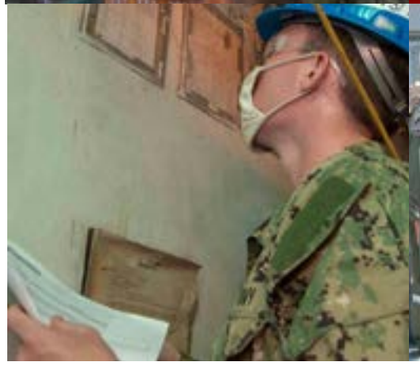
JUNE






JULY

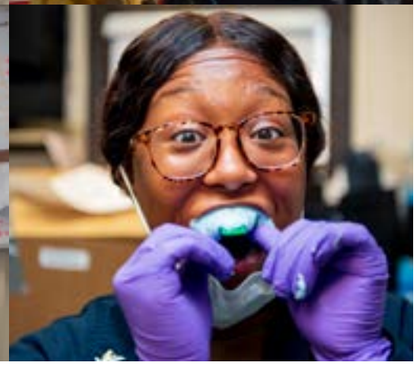





AUGUST







A NETWORK TO CALL OUR OWN:

CANES GOES LIVE

STORY AND GRAPHIC BY MCSN JACK LEPIEN

ORIGINALLY PUBLISHED OCTOBER 19, 2020- For the past three years, the Nimitz-class aircraft carrier USS George Washington (CVN 73) has utilized a computer network owned and managed by civilian engineers off-site, limiting the number of computers available and the speed of their maintenance. Soon, the ship will go live with a brand new, state-of-the-art computer network that is completely and totally its own.

Consolidated Afloat Networks and Enterprise Services, or CANES, comes online soon, significantly improving the workflow and independence needed to keep George Washington combat-ready for the next 25 years.

"CANES is a computer network housed, maintained, and operated entirely aboard the ship," said Information Systems Technician 3rd Class Michael Vorraro, a CANES administrator aboard George Washington. "That means we are capable of managing the network more independently, with less reliance on other commands or civilian contractors."

The new system will consolidate all of the ship's computer work, such as basic internet browsing and advanced logistics programs, on one server.

"It's a one stop shop for all your computer needs," said Vorraro. "Everything from email and internet to supply orders and admin clients will be available."

CANES also facilitates classified data storage and transfer in addition to navigation systems.

Since the entire CANES network is managed onboard, the trouble ticket system for users to report issues will also be a lot faster, said Vorraro.

"Trouble tickets will look a lot different going forward," said Vorarro. "We'll be able to help users solve problems and report bugs much, much quicker."

The version of CANES the George Washington will transition to is custom built for the ship, and with that comes several perks and benefits.

"At the force level, which is us, we get everything normal CANES users would get, plus a bunch of other things, such as media equipment," said Vorraro. "Presentation rooms and equipment, like big screen televisions, projectors, and smart boards, will all be available, as will conferencing technology such as the ability to hold video chats with people on the shore, even while the ship is out to sea."

> "THE SHEER AMOUNT OF NEW EQUIPMENT WE'RE GETTING IS STAGGERING...SAILORS WILL HAVE MUCH BETTER ACCESS TO COMPUTER STATIONS THROUGHOUT THE SHIP."

There will also be more computers available throughout the ship.

"The sheer amount of new equipment we're getting is staggering," said Vorraro. "Sailors will have much better access to computer stations throughout the ship."

The process for new Sailors at the command to gain network access will also be streamlined.

"The turnaround time, access-wise, will be way faster," said Vorraro. "In addition to all of that, the network will also be more secure than it was before."

Senior Chief Information Systems Technician Jeff Benner, the leading chief petty officer of George Washington's combat systems department's information systems branch, agrees that ease of access and support speed are big perks for the ship.

"We have more control over network management," said Benner. "We don't have to wait for a third party to help our Sailors."

According to Benner, CANES is a big upgrade to Navy information technology.

"CANES is the best network solution the Navy has to offer forces afloat," said Benner. "CANES is a revolutionary system that manages to be more intuitive for Sailors."

Part of this ease of use is attributable to the way CANES was built.

"The network was built to replicate what's available in the private sector," said Benner. "That means it will be much closer to systems Sailors use at home and in their day-to-day lives, making it easier to pick up and learn."

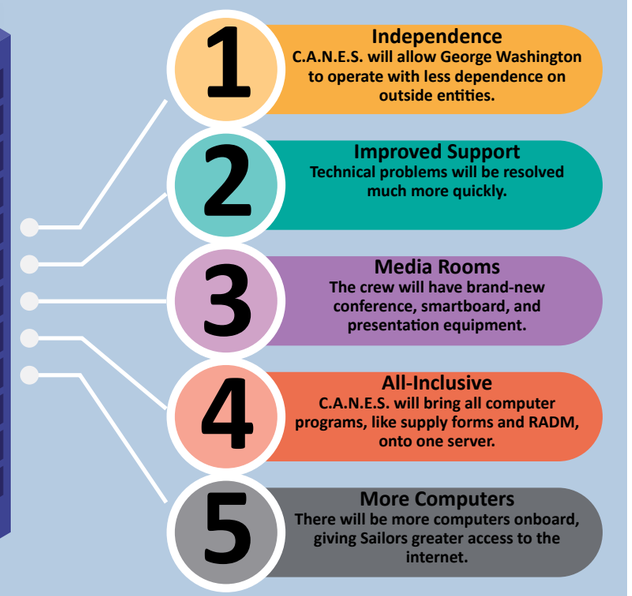
CANES is also built to be upgradable, so the system can be adapted and enhanced as technology advances.

"The network was built as a modular system, so as technology changes, so too can CANES," said Benner. "I'm really excited to see what CANES grows in to."

Sailors have plenty of reasons to be excited about the new network, and after nearly four years of network dependency and tens of thousands of hours of work, the wait is finally almost over.

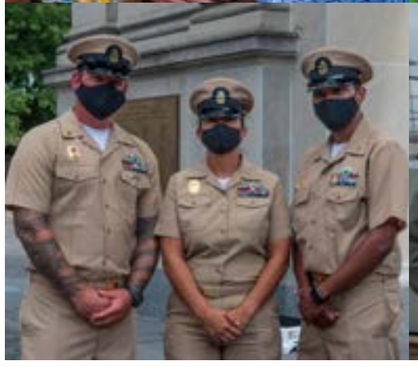
C.A.N.E.S.

Perks and Benefits



SEPTEMBER



OCTOBER





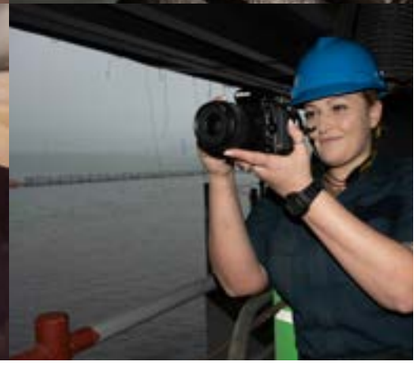

NOVEMBER





DECEMBER



RISING TO THE OCCASION:

MAINTAINING THE WEAPONS ELEVATORS

Story and Photos by MC3 Robert Stamer

Corrosion, faulty proximity switches and door cylinders are all problems that arise after 25 years of continuous and arduous use. Before the completion of refueling complex overhaul (RCOH), the weapons elevators needed a revamp.

The Nimitz-class aircraft carrier USS George Washington's (CVN 73) weapons department, G4 division, is constantly maintaining the ship's weapons elevators so that for the next 25 years of the ship's service life, Sailors can move ordnance between magazines and the flight deck.

Multiple rates come together to fix any problem that needs to be solved in G4 weapons division.

"We have electrician's mates, machinist mates, and aviation ordnanceman here," said Machinist Mate 2nd Class Taylor Williams, the G4 division maintenance work center supervisor. "We do 50% percent of the repairs, while the other 50% is done by [a team of] contractors and shipyard workers, otherwise known as the elevator support unit."

These repairs are vital because of the importance of the elevators for current and future use.

The biggest reasons why we have the elevators working currently are for medical emergencies, and to transport other items between decks, explained Williams.

The most robust challenge in maintaining these elevators is dealing with corrosion.

"While the ship was in Japan, a hatch broke, and water got into the elevator and rusted portions of it significantly," said Williams. "When you are lifting up to 10,500 pounds, corrosion is going to be a big issue, especially when it's on your weight handling equipment. Any time there is corrosion, there is a huge issue."

The place where most of the water settles is down on the lowest serving deck that the elevator goes to, otherwise known as the pit.

Any water that enters the area causes further issues. G4 is taking care of these issues now, before any more damage can compound on the elevators.

"[First], you get rid of all of the paint by needle gunning," said Williams. "You take all of the rust off. You inspect it to make sure it is down to its bare metal; then you use an epoxy paint, which is more durable [than others]."

There are two elevators operational in the RCOH environment. There is always a forward elevator and an aft elevator. While repairs are being done on one elevator, the other elevator is open for business.

"Once we are out of the RCOH environment, the main purpose will be to transport weapons from when they are built, to the magazine, then onto the flight deck and into the aircraft," said Chief Aviation Ordanceman Cassie Belflower, the leading chief petty officer of G4 division.

This will be the main purpose of the elevator for the next 25 years of the ship's service life.

"In the meantime, we are doing everything from running it for reactor [department], to replacing our flexible hoses on them, and fixing them little by little," said Williams.

Though it is hard work, Williams maintains that the team is able to do it.

"Everyone on the team is a really hard worker," said Williams. "We've got a lot of different things going on at once, and these Sailors are really hustling to get things done."

Though each task on the elevator seems small, those tasks all contribute to maintaining the elevators. This critical project is just another in a long list of accomplishments necessary to build the ship, complete RCOH and return USS George Washington to the fight.

HAPPY HOLIDAYS

FROM USS GEORGE WASHINGTON MEDIA