

THE WASHINGTON SURVEYOR

Vol. 20, Issue: 22 Dec. 7, 2020



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THE WASHINGTON SURVEYOR

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

The Washington Surveyor is an authorized publication for Sailors serving aboard USS George Washington (CVN 73). Contents herein are not the visions of, or endorsed by the U.S. government, the Department of Defense, the Department of the Navy, or the Commanding Officer of USS George Washington. All news releases, photos, or information for publication in The Washington Surveyor must be submitted to the Public Affairs Officer.



SAILOR IN THE SPOTLIGHT



ATAN Sydnie Smith

HOMETOWN:

Chesapeake, Virginia

WHERE SHE WORKS:

AIMD, IM3

HOBBIES:

Taekwon-Do, Krav Maga

WHAT SHE ENJOYS ABOUT HER JOB:

"I love my job because I make really good connections [through] branching off to different departments."

WHAT 'SAILOR IN THE SPOTLIGHT' MEANT TO HER:

"It feels good to be named 'Sailor in the Spotlight' because now I know that my departmental leadership sees and appreciates all the work that I'm doing."

WHY SHE WAS NOMINATED:

ATAN Smith was nominated for her hard work and dedication to ensuring IM-3 Division is continuously equipped with the necessary tools needed to close compartment spaces, SFIMS tasks, and the day-to-day operations of the ship. She took the initiative to assume the roles and responsibilities as IM-3 and 3M/DC Division RPPO.



PEARL HARBOR:

By the Numbers

"December 7, 1941 - a date which will live in infamy - the United States of America was suddenly and deliberately attacked by naval and air forces of the Empire of Japan....Always will we remember the character of the onslaught against us. No matter how long it may take us to overcome this premeditated invasion, the American people in their righteous might will win through to absolute victory."

- President Franklin D. Roosevelt, in his speech delivered to Congress Dec. 8, 1941

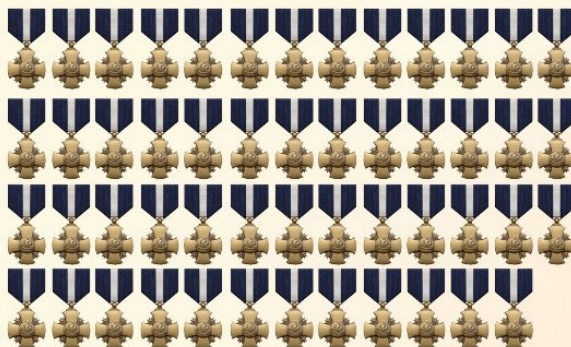
15

Number of
U.S. Navy
Medal of
Honor
Recipients



51

Number of
Navy Cross
Recipients



* Note: Lt. Jackson C. Pharris' Navy Cross was later upgraded to a Medal of Honor June 25, 1948

3

Number of
Total-Loss
U.S. Navy
Ships



USS Arizona (BB 39)



USS Oklahoma (BB 37)



USS Utah (AG 16)

2,008

Number of U.S. Navy
Personnel Killed in Action

218

Number of U.S. Army
Personnel Killed in Action

109

Number of U.S. Marines
Killed in Action

68

Number of Civilian
Casualties

18

Number of
U.S. Navy
Ships
Repaired
and
Returned
to Service

Ships Sunk, Raised, and Repaired:

- USS California (BB 44)
- USS West Virginia (BB 48)
- USS Oglala (CM 4)
- USS Sotoyoma (YT 9)
- Floating Drydock YFD 2

Ships Damaged and Repaired/Rebuilt:

- | | |
|----------------------------|------------------------|
| - USS Maryland (BB 46) | - USS Helm (DD 388) |
| - USS Nevada (BB 36) | - USS Helena (CL 50) |
| - USS Tennessee (BB 43) | - USS Honolulu (CL 48) |
| - USS Pennsylvania (BB 38) | - USS Raleigh (CL 7) |
| - USS Cassin (DD 372) | - USS Curtiss (AV 4) |
| - USS Downes (DD 375) | - USS Vestal (AR 4) |
| - USS Shaw (DD 373) | |

1

Number of U.S.
Navy Ships
Sunk, Raised,
Repaired...and
Present at Tokyo
Bay During
Japan's Formal
Surrender
Sept. 2, 1945



USS West Virginia (BB 48)

Approaching drydock at Pearl Harbor Navy Yard
June 8, 1942, just over six months after she was sunk in
the Japanese air raid on Pearl Harbor.

Watch it on YouTube



Visit <https://www.youtube.com/watch?v=xZt1nznZu0E>
(case sensitive) for an overview of the attack on Pearl Harbor.

Source: Naval History and Heritage Command Infographic
by Annalisa C. Underwood
NHHC Communication and Outreach Division
www.history.navy.mil

IT'S TIME FOR A NEW YEAR WITH SOME OLD FRIENDS

STORY BY MCSN STEPHEN SULLINS, PHOTOS BY MC2 TREY HUTCHESON



Like the Christmas armistice of World War I (Dec. 24-25th, 1914), during which both British and German militaries ceased fire and carried on exchanging holiday wishes with one another, giving handshakes and cigars regardless of rank or title, Navy Sailors look to the holiday season for a respite from the regular stress of their jobs, and as a chance to spend time with loved ones.

Sailors aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73) have been challenged more than ever this year due to the COVID-19 global pandemic,

and there are many Sailors hoping to take time off to see their loved ones, despite travel restrictions. Sailors must adhere to guidelines when deciding when to take leave, where to go, and how to adhere to the Navy's current health protection policies.

"My plans this year were fairly simple," said Aviation Ordnanceman Airman Malik Slay, assigned to George Washington's aircraft intermediate maintenance department. "I plan to hang out with friends and family, play video games, and above all else, social distance and wear a mask while traveling to see my [extended] family."

To ensure Sailors and their families remain safe from COVID-19, the Navy has endured long deployments and enforced strict guidelines regarding liberty activities. This has given many Sailors a reason to stay within their COVID-19 bubble to avoid contamination of their safe environment. They are encouraged to avoid highly infected areas to prevent risk of exposure to themselves or their families.

"I have been looking at my options, and decided to lay low and if possible, see family," said Aviation Specialist Airman Tyler Eisenmann, assigned to George Washington's

aircraft intermediate maintenance department. “My plans aren’t what they could’ve been had there been no pandemic, but it’s okay. I’ll keep my mask on, and move on to taking time off in general so I can relax anyway.”

Safety planning is the top priority for the Navy this year; the travel policy requires the vigilance of each Sailor looking at leaving their command’s designated travel vicinity in search of holiday cheer. Navy administrative guidelines are in place to mitigate the risk of Sailors becoming ill, or having to quarantine upon their return from leave or holiday gatherings.

Sailors are eager for many things, but what they look forward to most at times like this year is a familiar face in a comfortable place.

“The biggest challenge is certainly seeing the right way to take this leave period and to avoid contamination myself

“I KNOW THAT
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CONSIDERING JUST
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ALL OF US.”

from COVID-19, [as well as] and bringing it back to the ship’s crew,” said Eisenmann. “However, seeing past that, I know that it’s going to be one of the best [holiday] periods I’ll ever have considering just how hard this year has been on all of us.”

The challenges of this year have added a lot of extra planning and stress into the daily lives of Sailors, especially with adhering to HPCON (Health Protection Condition Level) requirements. Hopefully, Sailors find the opportunity this holiday season to take a deep breath of relaxation, feel at home, and see this year’s hard days behind us at last.





DECK INCHES CLOSE
TO THE FINISH LINE

A photograph of two sailors in blue uniforms and blue hard hats, wearing black face masks, pulling a thick, light-colored rope. The sailor on the left is looking down at the rope, while the sailor on the right is looking towards the camera. The background shows the interior of a ship with white pipes and equipment.

SER NE

STORY AND PHOTOS BY MC3 ROBERT STAMER



“WE ARE DOING EVERYTHING IN OUR POWER TO SAFELY STAY AHEAD OF THE GAME.”

The Nimitz-class aircraft carrier USS George Washington (CVN 73) has been undergoing refueling and complex overhaul (RCOH) for nearly four years. Countless hours of blood, sweat, and tears have gone into completing this monumental task. Every department aboard the ship has been upended in one way or another. Many Sailors have not had a permanent work station aboard George Washington since the overhaul began. Now, nearly four years into the project, most departments have begun the process of bringing their work centers back to full operational capacity.

One department who is in the full swing of things is deck department. Their current task is to bring previously removed equipment back onboard and to ensure it is in working condition. Currently, deck department is ahead of schedule in their mission to complete this task.

“We are getting more of our equipment back, and we are giving ourselves a head start,” said Boatswain’s Mate 3rd Class Thomas Mars, assigned to the deck department aboard George Washington. “We don’t want everything to be done last second. We are taking it day-by-day and putting everything back in its rightful place.”

Deck department is using all of its

manpower to work as a team and get all of their tasks done as soon as possible, said Mars. The sooner these tasks are complete, the sooner the department can be fully operational.

The department has laid out a series of departmental and command milestones to gauge where the department is at and to maintain motivation, explained Mars.

“Our goal is to try and stay one step ahead, rather than one step behind,” said Mars.

Mars says the process hasn’t been all smooth sailing. Like many other departments, deck department has had difficulties with personnel going on and off of restriction of movement [ROM] orders, a safety measure put in place to prevent spreading of COVID-19, as well as frequent schedule changes, but the crew has adapted to the new working environment.

“We are at a turning point in the rebuilding process, trying to get our department 100 percent manned, ready, and operational as we were before [the] COVID-19 [pandemic] started,” says Mars. “We are doing everything in our power to safely stay ahead of the game.”

So far, deck department has been successful at each evolution.

“We are all in the same mindset to

keep this going,” said Mars. “We are all motivated to get ourselves back to where we once were.”

Chief Warrant Officer Ekundayo Mammah, the boatswain aboard George Washington, believes that all of the evolutions that the department has been working on provide great opportunities for training.

“I think the department is getting very, very good,” said Mammah. “The whole team is doing a great job getting all of our gear back on the ship.”

Completing these tasks contributes to the ship’s mission of getting our ship redelivered to the fleet. Every day, deck department inches closer to the finish line.

“All other departments have to get their stuff back to the ship, and we are making sure we get all of our stuff early. We’re taking it day by day,” said Mars.

Deck department is just one important piece of the puzzle for completing RCOH. Every department on the ship is doing their part to complete our mission and deliver George Washington back to the fleet. The goal of relieving the Nimitz-class aircraft carrier USS Ronald Reagan in 7th Fleet is almost realized, and George Washington will soon return to being first in war, first in peace.



BAPTIZED IN THE BELL, NOT THE WELL

STORY AND PHOTOS BY MC3 TATYANA FREEMAN

Every ship has a bell. According to Navy History and Heritage Command, the ship's bell is traditionally used to keep time, to maintain the safety of the ship in foggy conditions, to serve as an indicator for officers and dignitaries coming aboard or leaving the ship, to sound the alarm, and, sometimes, for baptisms.

"Traditionally, the thing that you would see in a church [for baptisms] is called a baptismal font," said Lt. Chandler Irwin, a chaplain assigned to the Nimitz-class aircraft carrier USS George Washington (CVN 73)'s command religious ministries department (CRMD). "Typically, it's large and marble, but we don't have a large, marble font on a ship. But what we do have is a ship's bell. And if you turn that bell upside down, there you go. You have a font."

Baptisms have been performed on ships for centuries, and the U.S. Navy picked up the tradition from the British Royal Navy. To this day, baptisms are performed onboard U.S. Navy ships for Sailors onboard and, if the ship is in port, their immediate family members. After being baptized in the ship's bell, the name of the person baptized is inscribed on the bell forever, and when a ship is decommissioned, the bell, with the names inside, is saved; it becomes permanent property of the U.S. Navy.

The George Washington recently had its first two baptisms in the original ship's bell since the beginning of refueling complex overhaul (RCOH).

"It was a really cool professional experience," said Chief Religious Programs Specialist Terrill Scott, the CRMD departmental leading chief petty officer aboard George Washington. "I've never done

a shipboard baptism, and I think it was sort of morale booster for us within CRMD because we were able to experience a special part in someone's life onboard the ship that we've been working so hard to rebuild. It really symbolizes moving forward - not only operationally, but with the spiritual aspect of the baptism."

The baptism onboard George Washington required a lot of preparation and teamwork in order to become a reality.

"We were able to experience a special part in someone's life onboard the ship that we've been working so hard to rebuild. It really symbolizes moving forward..."

"It wasn't just CRMD [that made this happen]," said Scott. "AIMD [aircraft intermediate maintenance division] helped out with the bell stand. Deck department shined the bell and cleaned the fo'c'sle. Supply owned the bell and helped us track it down in their warehouses. We had [the administrative] department route the 50/60 [instruction for special events]. Security helped guests gain access to the shipyard. All of that coordination on top of everything else that we're doing in RCOH was challenging."

In addition to having to coordinate with other departments, CRMD had to handle the bell itself: a giant, 300-pound, brass ornament that will sit on the quarterdeck when George Washington is operational

again. Due to RCOH, the bell was stored in a warehouse to make sure it was not damaged during the ship's repair. Previously, Lt. Irwin had performed two baptisms onboard the George Washington during RCOH, but had to use another bell in the stead of the actual ship's bell.

"The bell is huge," said Scott. "It's a 300-pound piece of metal, and it's not easy to carry. We had to get it out of [storage], and take it over to LIFAC [light industrial facility], where AIMD hand-made this beautiful, intricate stand for the 300-pound bell. After they did their thing, they brought it over to the pier for us, and then CRMD Sailors had to work with contractors to get it up onto the flight deck. After that, my Sailors put the bell on a pallet jack and rolled it through the AIMD tunnel, to the ladderwell, [then] up to the fo'c'sle. It took five of us carrying it up two ladderwells at different points for it to make it to the fo'c'sle."

Thanks to the teamwork from several departments onboard George Washington, two children of George Washington Sailors were baptized in the ship's bell November 1, 2020. Per tradition, their names will be inscribed in the bell.

"What I really like about this tradition is that it takes two parts of our lives, the spiritual and the secular, that idea of what we do for a living and the calling to be a Christian, and it brings those things together and it intersects the two parts of our lives, and I believe that is a holy and sacred thing to do," said Irwin. "If anyone is desiring to be baptized, stop by CRMD and talk to one of the chaplains and we will see what we can do."



SAILORS ASSIGNED TO THE USS GEORGE WASHINGTON (CVN 73) GET OLEORESIN CAPSICUM (OC) SPRAYED DURING A SECURITY TRAINING COURSE AT HUNTINGTON HALL. PHOTOS BY MC3 CORY J. DAUT.



THE NAVY CH BEING NAMED CHIEF-SE

STORY BY MC3 ZACKERY THOMAS

Earning the rank of chief petty officer is a major achievement for an enlisted Sailor. It is more than just a paygrade; it is an exclusive fellowship among the Chief's Mess, with all the responsibilities and new experiences that come with the position.

Eighteen first class petty officers assigned to the Nimitz-class aircraft carrier USS George Washington (CVN 73) were selected for advancement to the position of chief petty officer on Nov. 18. For Electricians Mate (Nuclear) 1st Class Chris Tokar and Machinist Mate (Nuclear) 1st Class Brian Berry, both assigned to the reactor department aboard George Washington, being selected for chief petty officer is an accomplishment proving years of hard work and experience.

"Being a first class [petty officer] has been one of the most rewarding things I have done in the Navy," said Berry. "It's been really fun to be able to be flexible enough

in a position that I can be the subject matter expert, I can be the quality assurance check, or be the highest enlisted if my chief was on leave. That's something I'll keep with me as a chief."

Becoming a chief isn't the same as advancing to the next paygrade. Unlike the ranks that came before it, new chiefs have to go through a rigorous experience referred to as "chief initiation".

"Becoming a chief, and going through chief season, gives us the ability to trust each other as chief petty officers and to build relationships and networks outside of our individual chains of command," said Chief Hospital Corpsman David Long, the leading chief petty officer of the George Washington medical department. "The whole point of chief season and becoming a chief is to make effective [enlisted] leaders [even] better."

While there are other changes and responsibilities that a new chief has to manage, looking out for junior Sailors is one facet of leadership.

"I think being a chief is like being a shield," said Tokar. "As a chief, it will really give me the ability and influence to go to bat for my Sailors when needed, as well as to be able to push change or [improve] ways of thinking up the chain of command."

Making the transition for each Sailor, however, is a lot of hard work and learning from other eligible Sailors.

"I've been in the first class [petty officer] lower enlisted transition matter expert in the Chief's Mess. Learn everything you can, finish, learn about the Chief's Mess, relentless and motivated."

For many Sailors, the transition from knowledge and experience to finding solutions to problems is the help of the Chief's Mess. The chief petty officer has a wealth of knowledge and experience from.

"AS A CHIEF, IT WILL REALLY GIVE ME THE ABILITY AND INFLUENCE TO GO TO BAT FOR MY SAILORS WHEN NEEDED, AS WELL AS TO BE ABLE TO PUSH CHANGE OR [IMPROVE] WAYS OF THINKING UP THE CHAIN OF COMMAND."

IEF: LECT

rank of chief takes varying amounts of time but there is no doubt that they all have put work and experience to set themselves apart from other Sailors.

"In the Navy for 11 years, and I'd say for other [officers] who are trying to make chief, or trying to make rank, becoming the subject of everything you can is essential," said Berry. "Doing your best about your job, and when you put a new aspect of your job or work center. Be indispensable."

Sailors, the chief petty officer is a great wealth of knowledge and experience, able to give advice and help solve problems through years of experience. With the deck-plate leadership of the chiefs' mess and the officers that fill it, the Navy and its Sailors have a collective wisdom and experience to pull



7TH FLEET PATROL AIRCRAFT SUPPORTS SEARCH AND RESCUE

From CTF 72 Public Affairs



PACIFIC OCEAN - A US Navy P-8A Poseidon aircraft from Patrol Squadron (VP) 5, the “Mad Foxes” assisted in locating a vessel Nov. 30 that had been missing for three days near the island of Saipan.

The 7th Fleet Maritime Patrol and Reconnaissance Aircraft (MPRA) began supporting the search and rescue (SAR) effort Nov. 27, shortly after a 21-foot fishing vessel carrying two passengers was reported four hours overdue from scheduled return time.

The VP-5 aircraft located the vessel Nov. 30, and remained on station until a U.S. Coast

Guard vessel and a merchant vessel arrived to assist in rescue efforts.

“We’re very happy to be a part of this successful rescue effort. At sea, we’re all on the same team, and today we came together to bring two lost mariners home,” said Lt. Cmdr. James Miller, Mission Commander.

The “Mad Foxes,” stationed in Jacksonville, Florida, are currently deployed to Kadena Air Force Base in Okinawa, Japan. The squadron is conducting maritime patrol and reconnaissance as well as theater outreach operations within U.S. 7th Fleet

area of operations.

U.S. 7th Fleet conducts forward-deployed naval operations in support of U.S. national interests in the Indo-Pacific area of operations. As the U.S. Navy’s largest numbered fleet, 7th Fleet interacts with 35 other maritime nations to build partnerships that foster maritime security, promote stability, and prevent conflict.

U.S. WARSHIP USS DONALD COOK COMPLETES BLACK SEA PATROL

From Lt. j.g. Sarah Claudy and Mass Communication Specialist 3rd Class Will Hardy, USS Donald Cook Public Affairs



Donald Cook entered the Black Sea on Nov. 23, 2020, and conducted air defense exercises with NATO Air Command. A U.S. P-8A, Canadian CF-188s, and a NATO E3A AWACS were among the participants of the joint air maritime integrated mission, which fostered NATO interoperability.

"Our Black Sea visit enhanced our relationships with NATO allies and other partners in the region," said Cmdr. Kelley Jones, commanding officer of Donald Cook. "We are especially grateful for the Bulgarian hospitality we experienced in Varna."

The crew partook in a Thanksgiving celebration on the pier during a brief stop for fuel in Varna, Bulgaria.

Donald Cook is the seventh U.S. Navy ship to visit the Black Sea since the

beginning of 2020.

The Black Sea is a critical waterway for maritime commerce and stability throughout Europe. The U.S. Navy routinely operates in the Black Sea to work with our NATO Allies and partners, including Bulgaria, Georgia, Romania, Turkey, and Ukraine. It is in the world's best interest to maintain a stable, prosperous Black Sea region and deter aggressive actors who seek destabilization for their own gain.

Donald Cook recently began its 11th patrol in U.S. Sixth Fleet in support of U.S. national security interests in Europe and Africa. The ship's operations in the Black Sea strengthens interoperability among NATO allies and partners and demonstrate collective resolve to Black Sea security under

Operation Atlantic Resolve.

Four U.S. Navy destroyers, including Donald Cook, are based in Rota, Spain, and assigned to Commander, Task Force 65 in support of NATO's Integrated Air Missile Defense architecture. These Forward-Deployed Naval Forces-Europe ships have the flexibility to operate throughout the waters of Europe and Africa, from the Cape of Good Hope to the Arctic Circle, demonstrating their mastery of the maritime domain.

U.S. Sixth Fleet, headquartered in Naples, Italy, conducts 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.

LADDERWELL SAFETY

ONBOARD USS GEORGE WASHINGTON (CVN 73)



20.8%

OF ALL PERSONNEL INJURIES ARE
INCLINED AND VERTICAL LADDER
INJURIES



179

LOST OR AFFECTED WORK
DAYS DUE TO LADDERWELL
INJURIES ALONE



96%

OF ALL LADDERWELL INJURIES
ARE SLIPS AND FALLS



80%

OF ALL INJURIES OCCUR WHILE
SAILORS ARE DESCENDING
LADDERS

TIPS TO STAY SAFE ON LADDERWELLS:



1. SLOW DOWN.



2. DON'T MULTI-TASK.



3. BE AWARE.



4. DON'T SLIDE.

ENSURE LADDER
MAINTENANCE
IS UP TO DATE
AND ANY
DISCREPANCIES
ARE REPORTED
AND FIXED.

MAINTAIN
3 POINTS
OF CONTACT ON
LADDERWELLS
AT ALL TIMES.