



THE WASHINGTON SURVEYOR

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CONTENTS OF THIS ISSUE

6

1MC TESTING

Restoring Ship-wide Comms

8

GW'S MUSTANGS ADOPT-A-SPOT

Keeping Hampton 'Roads' Clean

10

YOKE IS NO JOKE

Ensuring Material Condition Readiness

16

THE HEART OF SECURITY

Security Dispatch Protects the Ship



18

AROUND THE FLEET

USS America Conducts Integrated Operations With Japanese F-35s



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.

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SAILOR IN THE SPOTLIGHT



IT2 Cole Rolph

HOMETOWN:
Detroit, Michigan

WHERE HE WORKS:
Combat Systems, Automated Data Processing

HOBBIES:
He enjoys playing soccer with friends and studying.

RCOH THOUGHTS:
I like how every thing is changing through RCOH. Every single day, there is a new task. I like how it gives me a new purpose every day.

WHY HE WAS NOMINATED:
IT2 is super hard working, dependable, and technically proficient in his job. He always goes above and beyond, and takes a big interest in his job. He is also very involved in creating scripts to move data which is a big help and is saving our department a lot of time.

GW'S NEWEST WARRIORS



AM3 Stanley Clark
ETN3 Casey Hunger
ETN2 Frank-Maurel Hunger

ESWS
COORDINATORS
OSC ZACHARY MACHNICS
MAC THOMAS BOHANNON

EAWS
COORDINATORS
ACCS MATTHEW CUPPERNOLL
AOC JAMES COCKSEY

EIWS
COORDINATORS
CTMC KATHLEEN CHANDLER
ITI THADDEUS WIEDEMEIER

**UP THERE
WITH THE BEST
OF THE BEST**

A DON SIMPSON / JERRY BRUCKHEIMER PRODUCTION

A TONY SCOTT FILM

TOM CRUISE · KELLY MCGILLIS

TOP GUN

PARAMOUNT PICTURES PRESENTS A DON SIMPSON / JERRY BRUCKHEIMER PRODUCTION A TONY SCOTT FILM TOM CRUISE · TOP GUN
KELLY MCGILLIS · VAL KILMER · ANTHONY EDWARDS · TOM SKERRITT · MUSIC SCORE BY HAROLD FALTERMEYER WRITTEN BY JIM CASH & JACK EPPS, JR.
PRODUCED BY DON SIMPSON AND JERRY BRUCKHEIMER DIRECTED BY TONY SCOTT A PARAMOUNT PICTURE

ORIGINAL MOTION PICTURE SOUNDTRACK ALBUM AVAILABLE ON CBS RECORDS, CASSETTES AND COMPACT DISCS

DD DOLBY DIGITAL
INSULATED THEATRES

READ THE PAPERBACK



GW'S MUSTANGS ADOPT-A-SPOT

KEEPING HAMPTON 'ROADS' CLEAN

STORY BY MC3 CORY J. DAUT, PHOTOS BY LCDR KRYSTINA LANDRY

Be clean, be green, be a recycling machine. Litter is everywhere, but it can be reduced by one simple phrase that is taught from a young age: "Reduce! Reuse! Recycle!" Following these three simple steps can make the world a better place.

The Mustang association aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73) participates in the Keep Norfolk Beautiful: Adopt-A-Spot program to help keep the area litter-free.

Keep Norfolk Beautiful is a public works program to help keep the city litter-free.

"Adopt-A-Spot is a program that falls under Keep Norfolk Beautiful," Lt. Cmdr. Roger Eyerolles, the combat systems maintenance officer aboard George Washington. "Adopt-A-Spot is [a program] where you can request a route where you would like to conduct litter pick up."

The process for the mustangs to start their Adopt-A-Spot started seven months

ago. The mustangs had to go through training, schedule the clean ups, and have a route designated to have their efforts formally recognized by the city of Norfolk.

"It is a quarterly requirement," said Eyerolles. "You have to do one pick up every quarter. This will be our first inaugural

"Adopt-A-Spot is a really good program that allows people to take ownership of something outside of the lifelines of the ship. It is an opportunity to be a contributing factor in the beautification of the community and clean up the environment."

- CWO3 Flick -



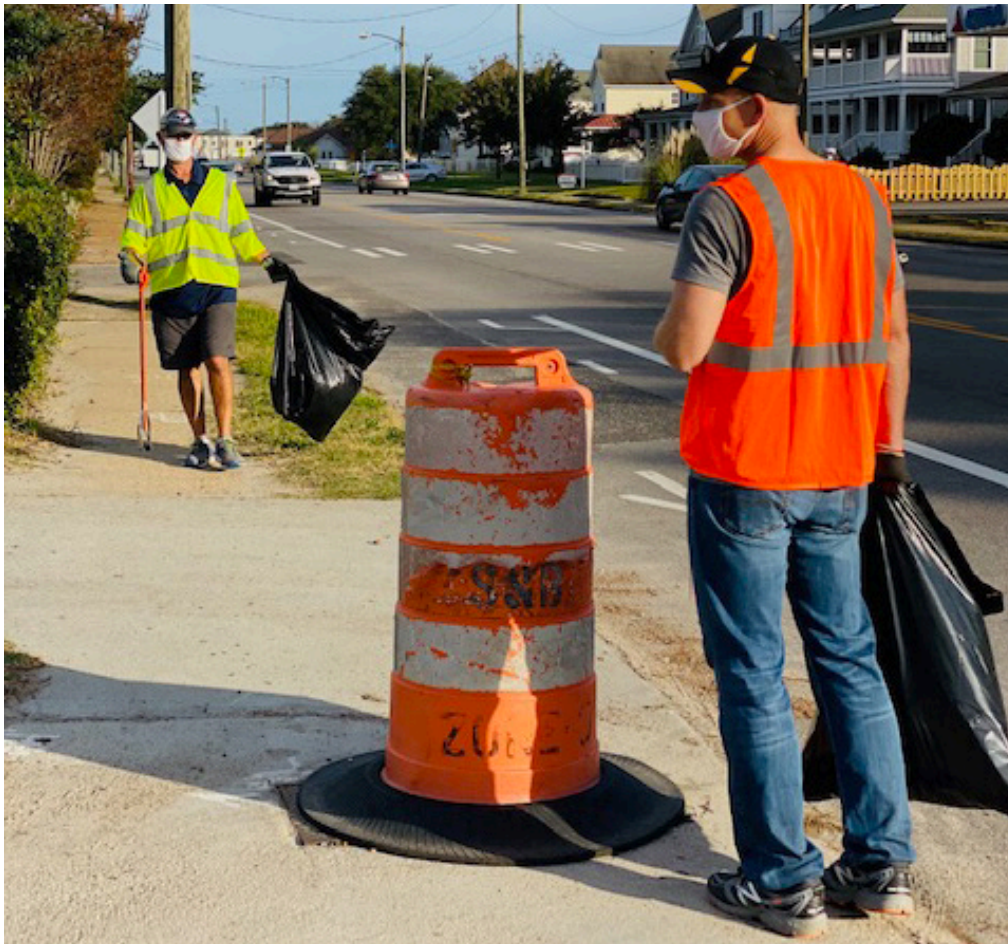
clean-up on the 22nd of October."

The two mile long area is designated as the USS George Washington Mustang's own, and is located on Shore Drive in Norfolk, Va. This will be their spot until George Washington returns to Japan.

"After two consecutive quarters of picking up trash, we will get our own sign made by the Department of Transportation that will be posted along Shore Drive that signifies where our route is," said Eyerolles.

Having a sign to signify the accomplishment is not the only reason they are participating in this program. The mustang organization is participating in Adopt-A-Spot in order to make a difference in the community.

"Adopt-A-Spot is a really good



encourages and expands involvement of Navy volunteers in the communities in which they live and work. Its goal is to promote volunteerism and community service between Navy personnel and local communities.

“You feel good about it; everyone is impacted by litter,” said Eyerolles. “Litter accumulates over time, and every piece of plastic I pick up is one less chance turtles or any other animal will suffocate or fill their stomach with plastic that will ultimately lead to their death.”

program that allows people to take ownership of something outside of the lifelines of the ship,” said Chief Warrant Officer John Flick, assigned to the weapons department aboard George Washington. “It is an opportunity to be a contributing factor in the beautification of the community and clean up the environment.”

According to a recent study funded by the United States Environmental Protection Agency, without greater mitigation efforts to stop trash dumpings into water, the world’s oceans will contain nearly 250 million metric tons of plastic by 2025, or approximately one pound of plastic for every three pounds of fish. Oftentimes, trash and litter on land make their way to the sea. Hampton Roads is a coastal community, and we all play a part in keeping it clean.

“This puts a positive spotlight on George Washington,” said Flick. “It gets the ship’s name out there to show that we care about the cleanliness of the area we live and work in. It gives a sense of accomplishment and pride by doing something positive for the community.”

The Navy’s community service program



**WHY IS THE TOP GUN
SOUNDTRACK BLASTING
OVER THE 1MC?**





STORY BY MCSN DAKOTA NACK, PHOTOS BY MCSA JACOB VANAMBURG



The combat systems department is continuing their efforts to refurbish and test the ship-wide public announcing system, the 1 Main Circuit (1MC), aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73). Every Tuesday, interior communications electricians commence testing by playing the soundtrack to the movie *Top Gun* through the 1MC, which permeates the passageways.

It is imperative for the combat systems department to undergo this testing because there are roughly 2,300 speakers on the ship

and each of those speakers are vital for mass communication such as announcements, casualty response and signaling time. The 1MC is an essential facet of the ship because it keeps everybody onboard alerted to all important or time-sensitive notifications.

Because the ship is in refueling complex overhaul (RCOH), most systems have undergone extensive maintenance, including the 1MC.

"For most of the RCOH period, many of the 1MCs we have on the ship were placed in inactive equipment maintenance

(IEM) status," said Interior Communications Electrician 3rd Class Victoria Hurlbut, a Sailor assigned to the combat systems department aboard George Washington. "Now the equipment is coming out of IEM and becoming active again, so we do this test to make sure that everything is working right and fix any issues that have come up after being turned off for three years."

The testing began earlier this year and was initially hindered by reduced manning due to COVID-19. Fortunately, the combat systems department has been able to



circumvent serious delays on their testing.

"We began testing in early March, but despite some initial complications due to the pandemic, we are still on track to finish in 2021," said Interior Communications Electrician 1st Class Edward Madjitey.

"There is a speaker in every space," said Hurlbut. "Making sure each and every one of these speakers functions is paramount for the safety of our ship. The risk of not having all of the 1MCs functioning is something that must be avoided. Thankfully, we have kept up our efforts to maintain the wellbeing of the 1MCs on the ship."

It is important to know that these tests take place every Tuesday and will continue to involve the soundtrack to Top Gun. By the time combat systems department successfully

"There is a speaker in every space. Making sure each and every one of these speakers functions is paramount for the safety of our ship. The risk of not having all of the 1MCs functioning is something that must be avoided. Thankfully, we have kept up our efforts to maintain the wellbeing of the 1MCs on the ship."

- IC3 Hurlbut -

completes their tests and repairs, Sailors on George Washington may have memorized the soundtrack.

Once the testing is complete, the refurbished 1MCs will keep Sailors safe and informed and safe aboard George Washington for the remainder of the carrier's life cycle.

YOKE IS NO JOKE

STORY AND PHOTOS BY MCSN JACK LEPIEN



U.S. Naval vessels are built to withstand enemy fire, flooding, toxic gas leaks, and all manner of catastrophe. Water-tight doors, fire extinguishers located throughout the ship, and personnel highly trained in fighting all manner of emergency all play a part in the defense of America's Navy, but another big part of that is the daily setting of material condition Yoke. The material condition levels are nicknamed x-ray, yoke, and zebra. In port, we use the term "yoke" most often to describe our material condition.

One of the most crucial daily in-port evolutions to maintaining the water-tight integrity of every vessel in the U.S. Navy is verifying the material condition.

"It's a matter of life and death," said Damage Controlman 3rd Class Steven Young, a Sailor assigned to the damage control division aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73). "It's critical to protecting the ship and her crew from danger."

"Yoke" is a four-step process that every department onboard the ship must complete.

The first step is knowing what fittings your department owns, such as scuttles, doors, and hatches.

"Every door, hatch, scuttle, and fitting on the ship is marked with a symbol of its material condition, signifying when it can be closed, and what types of personnel and materials are allowed to pass through. When Yoke is set, all Yoke and X-ray fittings must be closed," said Young. "So the first step in setting Yoke is making a list of all the Yoke and X-ray fittings that your department or division is responsible for."



The second step is to verify that they're closed.

"You're going to have to walk to every space, every fitting, and verify that they're closed," said Young. "You can't just glance at them, either. Physically turn every wheel and push down on every dogged door to ensure they are closed as tightly as possible."

The third step is notating all fittings that cannot be closed in the Yoke closure log.

"Sometimes, especially in a shipyard environment, it will be impossible to close some fittings," said Young. "Usually it's because there's wires or [temporary] ventilation running through them. That's okay, they just have to be notated as open in the Yoke closure log, so that in an emergency, we can see exactly which fittings are open."

The fourth and final step is to sign your name, verifying that your division or department has set Yoke.

"To finish up, all you have to do is print and sign your name on the line for your division," said Young. "This tells us exactly who was responsible for setting a division's Yoke, and also acts as a tracker, showing us who has and hasn't set Yoke."

Following these steps closely can be the difference from a minor accident to a major catastrophe.

"We set Yoke to contain threats, such as fire, water, toxic gases, etc., from spreading into other compartments," said Lt. Jimmy Xiong, the assistant safety officer aboard George Washington. "If, for example, there's a flooding casualty and Yoke wasn't set

properly, flooding can get through and cause more damage. By preventing the threat from spreading, we're limiting the damage and reducing the manpower needed to combat the casualty."

More than anything, protecting the ship means protecting our friends and family, the crew.

"The ship is our home away from home. It should be a place where we all should feel safe when we sleep at night," said Xiong. "We have friends onboard whom most of us consider family, and you always want to protect your family from any kind of harm. So, setting Yoke is important, and it's our job!"





FLOODING! FLOODING!

Sailors assigned to the *Nimitz* (CVN 70) and the *George Washington* (CVN 73) practice flooding drills to maintain proficiency in preparation for potential emergencies.

PHOTOS BY MASS COMMUNICATIONS



FLOODING! FLOODING!

nitz-class aircraft carrier USS
participate in a flooding drill to
ring for casualties; October 26.

SPECIALIST 3RD CLASS CORY J. DAUT



THE HEART OF SECURITY:

HOW SECURITY DISPATCH KEEPS THE SHIP SAFE

STORY BY MC3 ZACKERY THOMAS, PHOTOS BY MCSA JACOB VAN AMBURG



There are many functions that a ship as large as the Nimitz-class aircraft carrier USS George Washington (CVN 73) needs in order to stay operational. From propulsion and power to hot meals and internet communications, every department brings their best to keep the ship running smoothly.

However, there is always a possibility of a mishap or casualty that can make shipboard operations go wrong. When an event requires a rapid response, it is the responsibility of the Sailors assigned to security dispatch to make sure our response teams are prepared and informed.

Security dispatch, assigned to the security department, is responsible for communicating with our Sailors and shipyard

partners to respond or coordinate an appropriate response to a variety of different situations ranging from medical emergencies and casualty response to security breaches and shipyard safety. Security dispatch is the heart of the ship's response teams.

"We are the liaison between everyone on the ship and our security forces whenever there is an emergency," said Master-at-Arms Seaman Benjamin Vargas, one of George Washington's security dispatchers. "Everything goes through the dispatch; we are notified of any important events or casualties like fires or medical emergencies and it is our responsibility to get our people to the right place accurately and quickly."

Being able to relay information to the

appropriate response team quickly and professionally is one of the most important parts of dispatch.

"Our dispatchers are proficient at multitasking as well as professional military bearing," said Master-at-Arms 1st Class Michelle Martinez, the security department's training petty officer. "They need to have a complete knowledge of the ship, even, arguably, more so than our watch commanders. They also need to be able to accurately communicate with casualty or threat response so the response teams can get to the area as quickly and safely as possible."

Security dispatchers also need to be resourceful in an emergency to make sure the right response is delivered.

“They are our heart of security operations. Without dispatch we couldn’t accurately communicate with casualty or threat response. They keep the ship informed and accurately prepared.”

“If there is a bomb threat, [dispatch] needs to get ahold of EOD [explosive ordnance disposal] as soon as possible,” said Martinez. “If we aren’t able to reach them, they need to use other resources to contact them like calling a related organization that might have a more direct line to them.”

A record of events and incidents helps keep dispatch informed and prepared.

“The CLEOC [consolidated law enforcement operations center] is our log book, similar to the deck log,” said Vargas. “We include when guard mount happens, restriction muster times, armory turnover, and any incidents that occur, including casualties. It is our record of everything that happens on the ship.”

There are many possible hazards that can happen on a warship as complex as George Washington. As long as our Sailors and shipyard partners are on the ship, there is a possibility of a casualty or incident, but thanks to security dispatch, the right people can be informed at the right time.

“They are our heart of security operations,” said Martinez. “Without dispatch, we couldn’t accurately communicate with casualty or threat response. They keep the ship informed and prepared.”



USS AMERICA CONDUCTS INTEGRATED OPERATIONS WITH JAPANESE F-35S

From USS America Public Affairs



America conducted integrated air defense operations on Oct. 20 with F-35A Lightning II aircraft from the Japan Air Defense Command. The advanced training operations were designed to increase the tactical proficiency, lethality, and interoperability of the amphibious forces of the America Expeditionary Strike Group and the Japan Air Self-Defense Force (JASDF) in the maritime domain.

"The U.S.-Japan alliance has been the cornerstone of stability and security in the Indo-Pacific for more than sixty years," said Capt. Luke Frost, America's commanding officer. "We have no more capable partner in the world than the Japan Self Defense Force. Every opportunity we have to continue to train and exercise together improves our interoperability and strengthens our joint integrated capabilities."

Our alliance will continue to play that

role in the future. Operations included advanced tactics, techniques, and procedures to exercise command and control in employing the F-35A Lightning II in air defense and sea control.

"These are the most advanced capabilities to ever sail or fly. America is a fifth-generation amphibious assault platform, built from the keel up to optimize the most advanced capability of the fifth-generation F-35 platform. We are forward-deployed to integrate exactly these advanced capabilities with Japan, recognizing the importance of our alliance and working together to maintain regional peace and stability," said Frost.

"The training proved to be a very significant opportunity for us," said Col. Shinichi Nomura, flight group commander, 3rd Wing, Japan Air Self-Defense Force.

"Training with assets of other services is

essential to improve interoperability and joint operations capability."

USS America and the Japan Self Defense Forces operate routinely together in the Indo-Pacific to strengthen a shared commitment to regional stability and a free and open Indo-Pacific.

"I am assured that our participation not only contributed to improving tactical skills but also confirming the robust Japan-U.S. alliance and commitment to the Indo-Pacific region," said Nomura. "We will continue moving forward and further strengthen the Japan-US alliance and partnership."

America, the flagship of the America Amphibious Ready Group, is forward-deployed in the U.S. 7th Fleet area of responsibility to support stability and security in the Indo-Pacific region.

GAMES CORNER

Sudoku #1

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

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Fill in the blank squares so that each row, each column and each 3-by-3 block contain all of the digits 1 thru 9.

If you use logic you can solve the puzzle without guesswork.

Need a little help? The hints page shows a logical order to solve the puzzle. Use it to identify the next square you should solve. Or use the answers page if you really get stuck.

HAPPY

HALLOWEEN

CVN 73

