



THE WASHINGTON SURVEYOR

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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



ABE3 Payton Cetrulo

HOMETOWN:

Paulding County, Georgia

WHERE HE WORKS:

Air Department - V2

HOBBIES:

Lifting weights, playing video games and hanging out with his fat cat.

WHAT HE ENJOYS ABOUT HIS JOB:

He enjoys helping out anyone he can while on the job, and says he absolutely loves working on the flight deck. He also loves providing friendship on and off the ship to anyone who needs him.

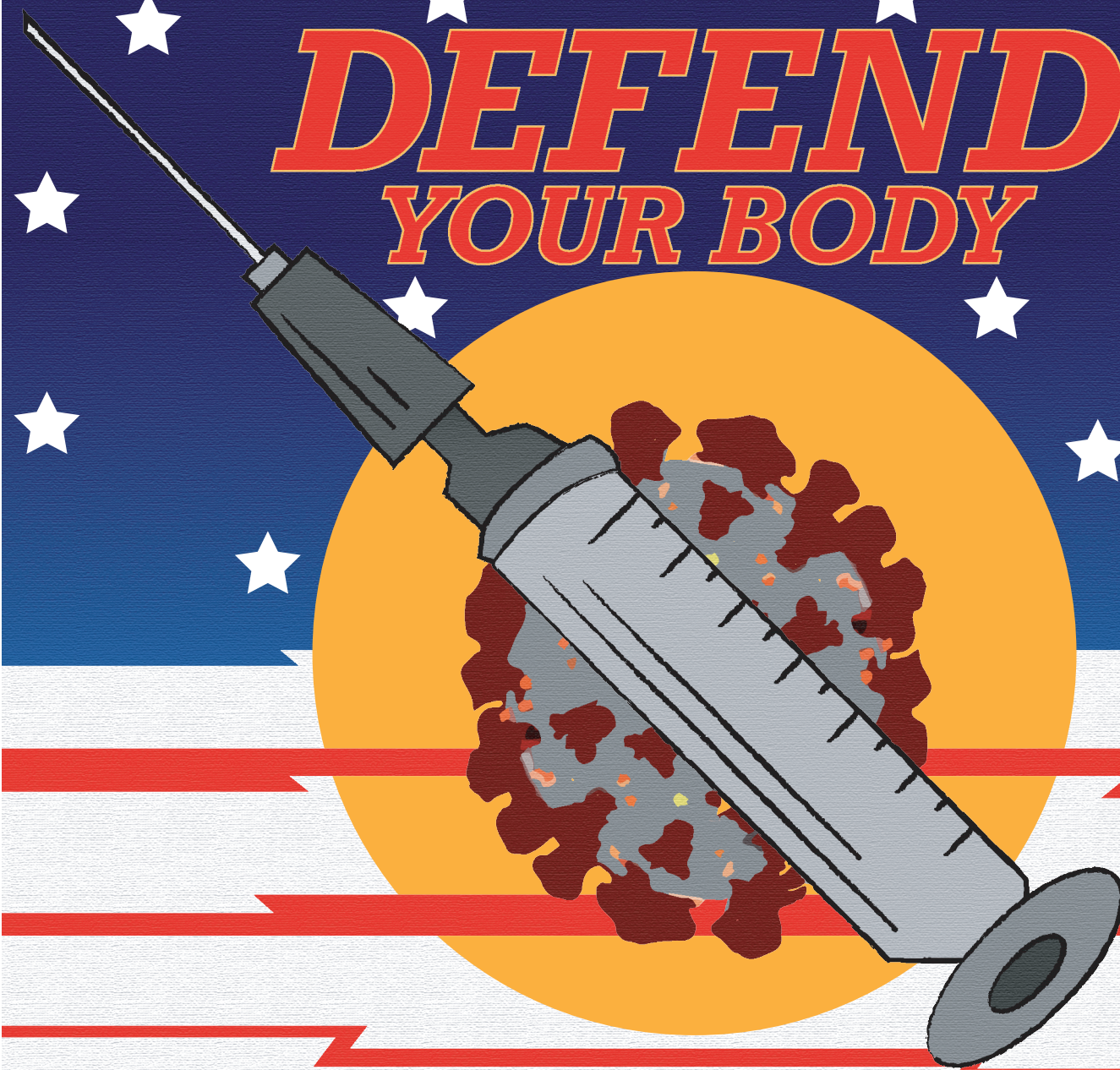
WHAT 'SAILOR IN THE SPOTLIGHT' MEANT TO HIM:

Being the Sailor in the Spotlight made him incredibly thankful to be nominated and recognized for his hard work. Cetrulo said he never expected this nomination and will continue to work hard every day to build the ship.

WHY HE WAS NOMINATED:

He was nominated for his hard work and his commitment to rebuilding the arresting gear. Cetrulo displays ardent desire to take on any role asked of him and completes all tasks with a smile on his face. He is the unofficial work center supervisor of the arresting gear and has no problem working until he is drenched in sweat.

DEFEND YOUR BODY



**COVID-19 VACCINES WERE RIGOROUSLY
TESTED FOR SAFETY AND EFFICACY**

GW PLANS TO RECEIVE THE COVID-19 VACCINE THIS SPRING

STORY BY MCSN DAKOTA NACK, PHOTOS BY LT. ANDRIANA GENUALDI AND MC2 KELLY M. AGEE



Vice Chief of Naval Operations (VCNO) Adm. Bill Lescher receives the COVID-19 vaccine from Hospitalman Connor Blevins as part of Operation Warp Speed at Walter Reed National Military Medical Center.

The United States Government has recently purchased COVID-19 vaccines and is making them accessible to the Department of Defense for distribution and administration to all DoD personnel.

On the Nimitz-class aircraft carrier USS George Washington (CVN 73), there is currently no confirmed date regarding when the COVID-19 vaccine will be available onboard. However, the medical department is hopeful it will be available to all hands in the early spring.

There are various factors Sailors

aboard George Washington should consider prior to its arrival. At this time, receiving the vaccine is entirely voluntary. However, it is crucial to understand that the goal of the vaccine is to protect the individual receiving it, the individual's community, and our nation.

The Department of Defense is determined to protect its Service members, civilian employees, and families around the world. According to the Center for Disease Control and Prevention, the DoD COVID-19 vaccine distribution and administration plan will be implemented in a

phased, standardized, and organized strategy for prioritizing, allocating, and monitoring COVID-19 vaccines to protect our people, maintain readiness, and support the national COVID-19 response.

According to the Military Health System, it is early in the COVID-19 vaccination program, and currently there will be a limited supply of COVID-19 vaccines. The distribution process is going to be phase-driven to safely protect DoD personnel from COVID-19 as promptly as possible. The end-state is that the DoD is

able to reduce the burden of COVID-19 disease in high-risk populations and concurrently mitigate endangerment to military operations.

It is imperative to note that vaccines are created to fight disease by producing an immune response within the body. This possibly means an individual might deal with some mild flu-like symptoms, such as aches, headache and fever, which is normal and a positive sign that your body is creating antibodies to protect you from COVID-19.

The MHS notes that the vaccines for COVID-19 have demonstrated that they are safe and effective in clinical trials, have been issued an emergency use authorization (EUA) by the U.S. Food and Drug Administration, and have been manufactured and allocated safely and securely. Currently, there have been two vaccines that are

authorized for emergency use, manufactured by Pfizer and Moderna. Effectiveness rates for both vaccines are equivalent at about 95%, however, more locations will receive the Moderna vaccine.

DoD participation in Operation Warp Speed supports the whole-of-nation effort to secure that safe and effective medical products are provided speedily to the American people.

According to the CDC, the COVID-19 vaccine will be provided in a two-dose series separated by 21 or 28 days, depending on the product. Vaccines from different manufacturers will not be interchangeable. The recipient is obligated to receive the same vaccine for both doses. Anyone who has reservations concerning the expeditious release of the vaccines need to know that the accelerated development

of the COVID-19 vaccine does not imply that safety, scientific or ethical integrity was compromised, nor were short-cuts made. The DoD has full confidence in the safety, and efficacy of the vaccine and transparency in the latest vaccine information.

As USS George Washington (CVN 73) anticipates receiving the COVID-19 vaccine, it is vital that everyone continues to maintain the COVID-19 precautions that have taken place over the past year. To help mitigate the spread of COVID-19, it is important to socially distance by avoiding close contact within six feet, utilize a facemask that covers the nose and mouth, and keep proper hygiene. The vaccine should not be considered a panacea, but it is certainly a step in the right direction to restoring normalcy.



Navy Capt. Rafael C. Facundo, Naval Support Activity Souda Bay's commanding officer, receives the Moderna COVID-19 vaccine from Hospital Corpsman 3rd Class Zak McBride at the Branch Health Clinic Souda Bay, Jan. 11, 2021.

Sailors assigned to the air department aboard the George Washington lower steam cylinders into a flight deck catapult.



Launching the Ship into the Future



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STORY AND PHOTOS BY MCSN JACOB VAN AMBURG

Chief Aviation Boatswain's Mate (Equipment) Ignacio Arbildi, assigned to the air department, signals with an air horn while Sailors lower steam cylinders into a flight deck catapult.



“IT JUST FEELS BETTER THAN CLEANING;

WORKING IN OUR ACTUAL RATE IS DEFINITELY

MORE REWARDING. EVERY DAY IS MORE REWARDING.”

Aircraft carriers are designed so that their flight decks can launch and recover aircraft, but before the flight deck can achieve this mission, steam cylinders need to be loaded into the catapults.

On December 15, Sailors aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73) worked to bring the catapults back to life by helping complete this task.

“This is a huge milestone,” said Aviation Boatswain’s Mate 1st Class Raymond Gonzalez, the aircraft launch & recovery equipment maintenance control leading petty officer, assigned to the air department aboard George Washington. “This is basically the turning point for ‘catapult one’ being in its full capacity. From this point on, we’re looking at a downhill slope toward success in terms of getting the ship back to its full warfare capabilities.”

The cylinders are all linked up to pulley assemblies. After Sailors cranked up the cylinders in unison, they removed the pylons and slowly lowered the cylinders back into the catapult in unison. When the ship launches aircraft, the cylinders will fill with steam. The steam will create a region of high pressure inside the cylinders. Eventually, the pistons unlock, and the catapults launch the plane forward.

“It’s definitely a big monster of progress,” said Aviation Boatswain’s Mate 3rd Class Daves Sibayan, assigned to the air department aboard George Washington. “Now we’re nearing testing, getting our steam up, temperature checks and all that fun stuff.”

Lowering the cylinders into the catapult can be dangerous if done wrong. The Sailors on the flight deck understood this fact, so

in order to ensure mission success, every precaution was taken.

“To ensure success, we want to make sure first to not lose a Sailor, and second that the catapults are fully lowered down and flush,” explained Gonzalez.

Safety personnel were set up in the middle as well as one on each end of the row of Sailors while everyone else took station along the line. When each end held a thumbs up, the middle safety petty officer blew an air horn letting the Sailors on station know to fully crank one rotation. After every Sailor completed their rotation, the process continued. With each Sailor cranking in unison, it helped divide the weight of all the cylinders between them.

For some of the Sailors on the flight deck, this was a special opportunity to work within their rate and experience something they’ve only trained for.

“It just feels better than cleaning,” said Sibayan. “Working in our actual rate is

definitely more rewarding. Every day is more rewarding.”

It’s taken the ship a long time to get to this point, and the COVID-19 pandemic has not helped.

“This should have already happened a while ago, but COVID certainly put a delay on it,” said Gonzalez. “Luckily however, between what we’ve been doing with our alternate schedule and a huge presence of the shipyard workers, we’ve been able to get to this point.”

The mission was a success and the cylinders were able to be lowered into the ship thanks to the hard work from every George Washington Sailor and shipyard worker that was involved in the evolution.

“This is what our department’s Sailors go to school for, this is what we live for,” says Gonzalez. “One step closer to getting the ship out to sea.”



Sailors lower steam cylinders into a flight deck catapult.

ONE NAVY, ONE TEAM.

STORY AND PHOTOS BY MC3 AISLYNN HEYWOOD



Damage Controlman 1st Class Joshua Lower, a Sailor assigned to USS John F. Kennedy (CVN 79) and temporarily assigned duty to USS George Washington (CVN 73), helps in the engineering department.

One thing that makes the United States Navy so great is not the individual ships that make it up, but the crews aboard the ships that build them, protect them, and drive them forward. And when one ship's crew needs a little more help than another, we ask our fellow crews to lend a hand.

Sailors from the Pre-Commissioning Unit John F. Kennedy (CVN 79) have done just that

by sending Sailors to the Nimitz-class aircraft carrier USS George Washington (CVN 73).

"No matter what command a Sailor is with, we are all on the same team," said John F. Kennedy's Commanding Officer, Capt. Todd Marzano. "We will work together in order to continue being the most premier and always ready Navy in the world."

Since August 2017, George Washington

has been in her four-year refueling and complex overhaul (RCOH), which is expected to be completed in the upcoming year.

"Since arriving onboard, we have been able to assist in many areas to include production, maintenance, system testing, troubleshooting, repairs and program management," said Chief Machinist Mate Jaana Hahn, a John F. Kennedy Sailor assigned to the

engineering department aboard the George Washington.

In order to stick to the RCOH schedule, Sailors from the two commands have joined, sometimes working long hours and accomplishing major milestones for the ship so George Washington can come back to life.

“One of the most significant transitions has been training,” said Hahn. “Being able to train the Sailors that will be onboard for the long haul has been the biggest investment. If we can show these Sailors how to do the work, [how to use] the preventive maintenance system, and take ownership of their spaces and equipment, our job onboard the [CVN-73] will be a victory for both commands, and I trust we are on the right path.”

Hahn is one of 12 sailors from the John F. Kennedy temporarily assigned to George Washington.

“As a whole division, we have been

“If we can show these Sailors how to do the work, [how to use] the preventive maintenance system, and take ownership of their spaces and equipment, our job onboard the [CVN-73] will be a victory for both commands, and I trust we are on the right path.”

working hard to bring up several aqueous film-forming foam stations, Halon systems, and outfitting repair lockers to make the main spaces safe to operate,” said Damage Controlman 1st Class Joshua E. Lower, a John F. Kennedy Sailor also assigned to the engineering department aboard the George Washington.

“I am happy to be here and lend a hand,” said Lower. “Hopefully I can help these George Washington sailors keep a positive mindset on morale.”

Both Hahn and Lower were assigned to George Washington in October 2020 and will be here until the crew can move aboard the ship.

“I know how hard it can be coming up through the ranks through a stressful environment in the yards,” said Lower. “Whatever wisdom or technical expertise I can share with them is what matters to me.”



Machinist Mate Chief Jaana Hahn, a Sailor assigned to John F. Kennedy and temporarily assigned duty to George Washington, helps in the engineering department on George Washington.



Bottom and second from top right: Sailors assigned to the weapons department observe a weapons elevator being maintained.

Top left: Aviation Ordnanceman 3rd Class Reid Adams observes a weapons elevator being maintained.

Top right: Aviation Ordnanceman 1st Class Timothy Ethridge observes a weapons elevator being maintained.

Second from top right: Aviation Ordnanceman 3rd Class Zachary Evell presses a button to move a weapons elevator.

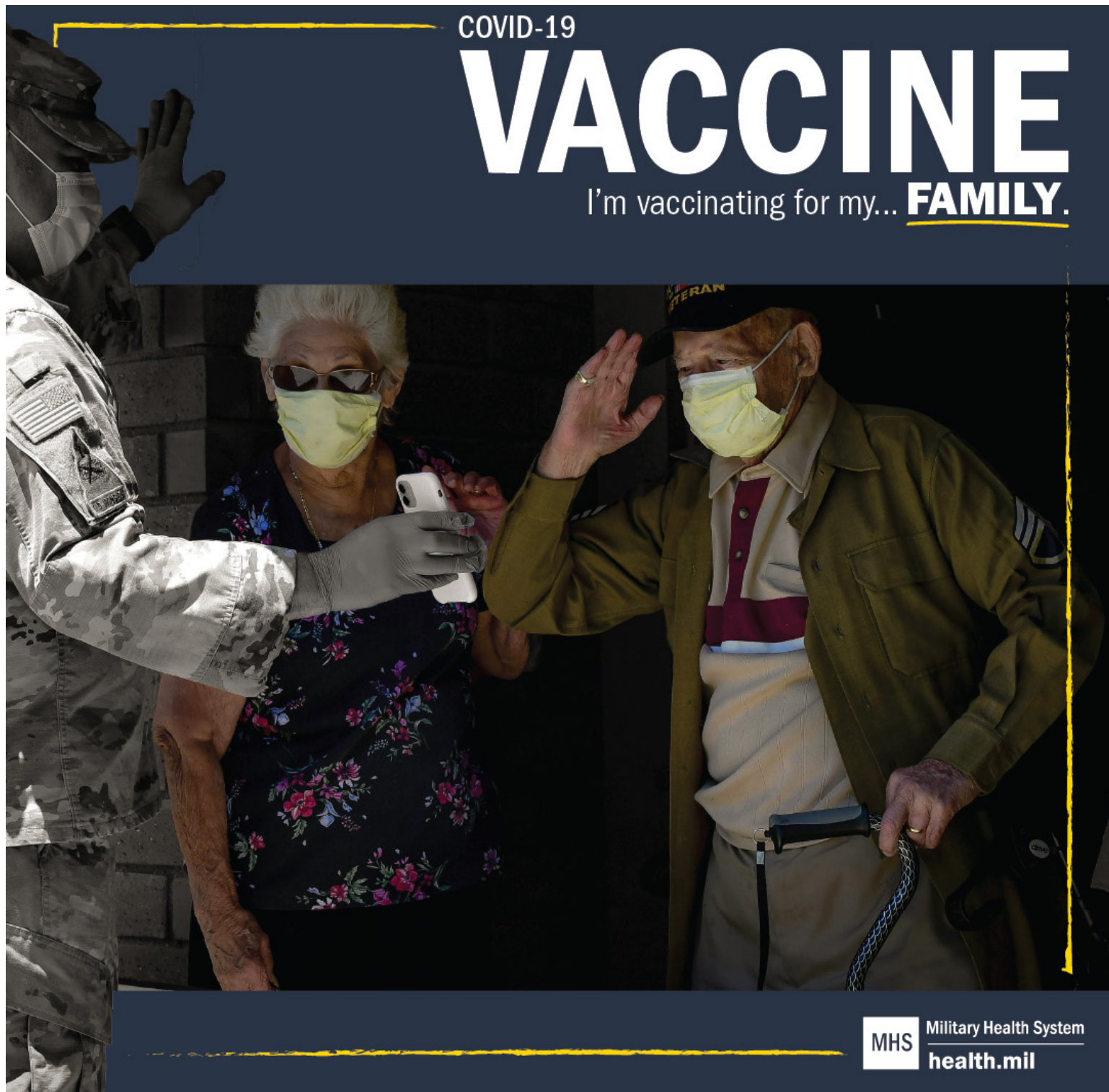
**SAILORS ASSIGNED TO THE WEAPONS
DEPARTMENT ABOARD USS GEORGE
WASHINGTON TEST THE WEAPONS
ELEVATORS. PHOTOS BY MC3 CORY J. DAUT.**



COVID-19

VACCINE

I'm vaccinating for my... **FAMILY.**





GEORGE'S JAVA

STORY, GRAPHIC, AND PHOTOS BY MCSN FRANKLIN CARPENTER

For Sailors aboard the Nimitz class aircraft carrier USS George Washington (CVN 73), mornings are about to get much brighter in the next few months as George's Java, the coffee shop onboard, looks forward to firing up its espresso machines. The coffee shop will be run by George Washington's retail specialists, assigned to supply department. Retail specialists also run the ship's laundry facilities, barber shops, ship stores, and other services in support of Sailors' wellbeing.

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The fully functioning coffee shop will be located on the starboard side of the aft mess decks and will allow sailors to start their mornings off caffeinated with classic beverage selections such as caramel macchiatos, vanilla lattes, americanos, and more.

"When they open, I am going to be there every day. I'm so excited," said Logistics Specialist 2nd Class Denise Herndon. "You walk in here first thing in the morning, not fully awake, and you need

some coffee to wake you up."

Sailors may use their Navy Cash cards to purchase George's Java products during the hours of 0800-1300, Monday through Friday. These hours will be subject to change when the ship is fully operational, said Retail Specialist 2nd Class Victoria Devilacruz.

The opening of George's Java will "build morale by helping [Sailors] to wake up and look forward to something delicious in the morning to get them through the day," said Devilacruz.

Retail specialists aboard George Washington are excited to serve their shipmates at George's Java and other service facilities onboard. Whether it be a fresh hair-cut, clean linens, snacks from the store, or a hot latte, their job is crucial for the morale and wellbeing of George Washington's Sailors.

Devilacruz appreciates the impact customer service can have.

"We can help bring smiles to Sailors onboard with every coffee cup," she said.

Sailors onboard have long wished they could purchase coffee onboard in George's Java's absence.

"I need a good 'wake-me-up' in the

"I'm so excited.
You walk in
here first thing
in the morning,
not fully awake,
and you need
some coffee to
wake you up."

morning," said Interior Communications Technician 1st Class Jabril Rashied. "It will be great for morale."

Now, as George Washington wraps up refueling complex overhaul and heads back out to sea, she will be ready to bring a piece of American tradition with her when George's Java draws its security shutter and opens for business.



Logistics Specialist Seaman Johem Riveramantanda, assigned to the supply department aboard George Washington, prepares George's Java to be opened.

THEODORE ROOSEVELT CARRIER STRIKE GROUP CONDUCTS BILATERAL EXERCISE WITH JAPAN MARITIME SELF-DEFENSE FORCE

From USS Theodore Roosevelt Public Affairs



The Theodore Roosevelt Carrier Strike Group (TRCSG) conducted a bilateral maritime exercise with the Japan Maritime Self-Defense Force (JMSDF) on January 15.

The exercise, which focused on increasing combat readiness and warfighting excellence, included USS Theodore Roosevelt (CVN 71), USS Bunker Hill (CG 52), USS John Finn (DDG 113), JS Kongo (DDG 173), and JS Asahi (DD 119).

“Carrier Strike Group Nine is grateful for the opportunity to work with our partners in the Japan Maritime Self-Defense Force to increase our proficiency and interoperability,” said Rear Adm. Doug Verissimo, commander, Carrier Strike Group Nine. “The longstanding relationship between our two great nations is critical to maintaining security and stability in the Indo-Pacific. It is only alongside allies and partners that we can maintain the rules-based order that has allowed continued prosperity around the world.”

Working together provided both countries the opportunity to continue to build their capabilities while practicing for the high-end fight.

This is the first bilateral exercise between the U.S. and Japan of 2021.

“It is a great honor for me to conduct the first bilateral exercise in 2021 with CSG-9, USS

Theodore Roosevelt, USS Bunker Hill, and USS John Finn as the senior officer of the JMSDF participants”, said CAPT Masaru Fujisaki, Kongo’s commanding officer. “This year marks the 10th anniversary of the Great East Japan Earthquake and Operation Tomodachi, which proved the importance of close cooperation between the JMSDF and the U.S. Navy. I would like to express my gratitude to our friends who have worked day and night to strengthen the relationship between us, and I am confident that our ties are an enduring pillar to safeguard the peace and prosperity of the Indo-Pacific region.”

The bilateral exercise supported the U.S. Navy and JMSDF mission to develop regional capabilities that provide layered defensive options to protect each nation’s interests and those of their allies and partners. The participating forces exercised a wide range of capabilities, from maritime security operations to more complex air defense exercises, which demonstrated the inherent flexibility of the two combined forces.

The TRCSG is deployed to the U.S. 7th Fleet area of operations to build partnerships that foster maritime security and to conduct a wide range of operations that support humanitarian efforts and freedom of the seas.

The TRCSG consists of USS Theodore Roosevelt (CVN 71), Carrier Air Wing (CVW) 11, the Ticonderoga-class guided-missile cruiser USS Bunker Hill (CG 52), Destroyer Squadron 23, and the Arleigh Burke-class guided-missile destroyers USS Russell (DDG 59) and USS John Finn (DDG 113).

Theodore Roosevelt’s embarked air wing consists of the “Tomcatters” of Strike Fighter Squadrons (VFA) 31, “Golden Warriors” of VFA-87, “Blue Diamonds” of VFA-146, “Black Knights” of VFA-154, “Liberty Bells” of Airborne Command and Control Squadron (VAW) 115, “The Gray Wolves” of Electronic Attack Squadron (VAQ) 142, “Wolf Pack” of Helicopter Maritime Strike Squadron (HSM) 75, “Eightballers” of Helicopter Sea Combat Squadron (HSC) 8 and “Providers” of Fleet Logistic Support Squadron (VRC) 30 Detachment 3.

Theodore Roosevelt departed San Diego for a scheduled deployment to the Indo-Pacific on December 23.

For more news from USS Theodore Roosevelt (CVN 71), visit www.navy.mil/local/cvn71/



THE NAVAL INSTITUTE'S DIVERSITY & INCLUSION ESSAY CONTEST

Sponsored by Raytheon Technologies

THE MEN AND WOMEN OF THE NATION'S SEA SERVICES ARE SOME OF THE BEST AND BRIGHTEST FROM COMMUNITIES ACROSS THE LAND. In the past few decades, the Sea Services have made significant strides in improving diversity in both officer and enlisted ranks in terms of race, ethnicity, gender, and sexual orientation. However, there is still a long way to go. The Naval Institute welcomes essays that address this continuing challenge and offer prospective solutions.

Participants can choose to answer one of the following questions or write on another diversity and inclusion topic:

- What policies of the past to promote diversity and inclusion have worked and not worked?
- What new policy, training, and education initiatives should the Sea Services adopt to improve diversity and inclusion?
- What new recruiting initiatives should the Sea Services adopt to improve diversity and inclusion?

ELIGIBILITY: Open to all contributors—active-duty military, reservists, veterans, and civilians.

GUIDELINES: Essays must be **original** and not previously published, may not exceed **2,500 words** (not including endnotes), and must be submitted as a Word document at www.usni.org/diversityessay.

DEADLINE: 31 January 2021

PRIZES: **First Prize:** \$5,000

Second Prize: \$2,500

Third Prize: \$1,500

Winners also will receive a one-year Naval Institute membership. Winning essays will be published in *Proceedings* and on the Naval Institute website.

For details, visit www.usni.org/diversityessay.



"Ask the XO"

Do you have questions about the
command?

Here's your opportunity to Ask the XO
any questions you might have.

Email Capt. Nordeen at AskXO@cvn73.navy.mil

