



THE WASHINGTON SURVEYOR

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The U.S. Navy and several maritime partner nations successfully completed operations for the multilateral exercise Sea Dragon 2021 in Guam on Jan. 27

Top right photo by MC2 Elizabeth Cohen:
Personnel Specialist 2nd Class Tatyanna Jones
verifies departmental muster reports.

Cover photo by MCSN Jack Lepien: Ens. Robert
Georgen poses for a photo with his family following
his commissioning ceremony.



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



A02 George Frede

HOMETOWN:

St. Louis, Missouri

WHERE HE WORKS:

Safety Department

HOBBIES:

Traditional archery and teaching young Sailors how to shoot and hunt so they have better things to do than get in trouble.

WHAT HE ENJOYS ABOUT THE NAVY:

When deployed, he enjoys working in rate on the flight deck, and in the shipyard, he enjoys keeping his Sailors safe by teaching them the right things to do.

WHAT 'SAILOR IN THE SPOTLIGHT' MEANT TO HIM:

Being the Sailor in the Spotlight means a lot to him; he stated, "I want to be the mentor to others that I never had. You don't have to let others' past mistakes be your teachings in the future. Build a Sailor up; don't break them down."

WHY SAFETY NOMINATED HIM:

A02 was recognized for his hard work in keeping the ship safe. A02 is a workhorse, and no task is too small or too big for him. He always has a contagious, great attitude. He is currently filling in as the safety LPO while the LPO is on leave, and he's always ready to lend a helping hand to whoever needs it.

GW'S NEWEST WARRIORS



ESWS

A02 George Frede
ATC Jonathan Cooke
CS3 Nicolas Eclevia
ITC Brandon Glassco
OS3 Molly Chase

MESSENGER OF THE WATCH

ABE3 Devin Wilmoth
ABHAR Kamryn Rice
ABH1 Zachary Morgan
ADAN Odysseas Mastrogiannis
AMAR Michael Turrieta
ASAN J. Beck
AT3 Devon Brown
MA2 Michael Nabors
MCSN Dyxan Williams
MCSN Jacob Van Amburg

PETTY OFFICER OF THE WATCH

ABH1 Zachary Morgan
AT2Carolynn Hoover
PS2 Stacey Hadden

JUNIOR OFFICER OF THE DECK

ABH1 Zachary Morgan
AT1 Carmela Guevarra
FC2 Martina Otero
IS2 Alexander Handy
PS2 Stacey Hadden

OFFICER OF THE DECK

BMC Christopher Anderson
CTRC Shawanda Cole

OFFICER SECTION LEADER

Lt. Richard Roxas

ASSISTANT COMMAND DUTY OFFICER

Lt. Nicholas Chappell

ESWS

COORDINATORS

OSC ZACHARY MACHNICS
MAC THOMAS BOHANNON

EAWS

COORDINATORS

ACCS MATTHEW CUPPERNOLL
AOC JAMES COOKSEY

EIWS

COORDINATORS

CTMC KATHLEEN CHANDLER
ITI THADDEUS WIEDEMEIER

DECK WATCH

COORDINATORS

CDR. STEVE YARGOSZ
LT. JOHN COUGHLIN

BECOMING A ONE-STOP SHOP

STORY AND PHOTOS BY MC2 ELIZABETH COHEN



Yeoman 2nd Class Keegan Randles (left), assigned to personnel department aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73), accepts a departmental muster report from Cryptologic Technician (Collection) 2nd Class Demetrius Eutsey, assigned to intelligence department.

Sailors assigned to the Nimitz-class aircraft carrier USS George Washington (CVN 73) know the hurdles of working from disparate, temporary locations. Documents aren't readily available for reference, messages get misunderstood, and a simple errand can take half a workday. George Washington's personnel department looks forward to leaving these challenges behind in coming weeks, as they are the next group expected to move operations onto the ship from locations around Newport News. Consolidation of their services onboard will be more convenient for their department as well as the rest of George Washington's crew.

Personnel Specialist 3rd Class Malik Simon, assigned to personnel department's

X-2 division for separations and transfers, is optimistic about his department's move out of Mariner's Square, known as the bank building, in Newport News and out of George Washington's floating accommodation facility (FAF), into personnel's permanent space aboard.

"I look forward to seeing people every day, and not having to walk back and forth so much," said Simon. "I can see things being a little bit easier."

The task at hand is daunting due to the physical records which must be maintained by the department.

"We have a lot [of records]. A lot we've had to retain at the bank building," said Simon. "Some records, we have to keep for four

years, some for two years, stuff like that."

But once the move is complete, their workflow will be smoother.

"Communication will be a big thing. We'll all be in the same space, which will make pass-down quicker, and muster easier," said Simon. "Our customers and members are here, so obviously helping them will be much quicker."

Personnel Specialist 1st Class Luis Rodriguezdiaz, the leading petty officer of X-2 division in personnel department, agrees with Simon that they'll be better equipped to serve George Washington's crew from the ship.

"Right now, the biggest challenge is being spread out. We can do the job we're

supposed to do, albeit in different locations,” said Rodriguezdiaz. “Coming over to the ship will make this easier, because we’ll be one-stop shop.”

He looks forward to being a more efficient department, and believes personnel department can become more proactive thanks to being together aboard the ship.

“If we’re in the same place, we can identify the issues we encounter, train, and make a plan,” said Rodriguezdiaz.

In addition to serving the crew more effectively, working onboard George Washington will better enable personnel department’s Sailors to serve themselves by allowing more time to pursue deck-watch, damage control, and maintenance and material management qualifications.

“It was a bit strenuous to manage your work, still get to the ship for [training and

qualifications] and get back in time to do what you need to do,” said Simon. “Being on the ship, we can step away for that for 30 minutes and then get back to work.”

Personnel department may have some lingering hurdles to overcome after this month, said Rodriguezdiaz.

“It’s an imperfect system because we won’t be fully, properly set up,” said Rodriguezdiaz. “We need the correct [network connections] for everything to function, and we’re going to have to adapt while we wait for a few things to be done to the space. My understanding is that contractors will continue to work around us.”

Additionally, the common access card ID lab may remain at the bank building for some time, added Simon, but overall, the department will work together from a centralized location for the first time in

four years.

After personnel, six remaining departments strive toward finishing their spaces in order for all work to be accomplished aboard George Washington. Continuity of our shipboard operations will improve as we pull together as a workplace and community.

Building a ship takes all hands, and Leading Petty Officer Rodriguezdiaz commends the hard work of personnel department.

“The team comes together,” Rodriguezdiaz said. “There are last minute items and that’s just sometimes how it rolls, but the team has done very good to get it done, even some things with very little notice. It’s moving forward in the right direction.”



Personnel Specialist 2nd Class Tatyanna Jones (left) and Personnel Specialist 2nd Class Langston Hooper, both assigned to personnel department aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73), verify departmental muster reports.



Information Systems Technician 2nd Class Jacob Grella, a systems technician aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73), records the status of Secret Internet Protocol Router Network servers.

Protecting our most valuable

SIPRnet comes online



uable assets:

STORY AND PHOTOS BY MCSN JACK LEPIEN



Information Systems Technician 2nd Class Jacob Grella, a systems technician aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73), opens the door to the Secret Internet Protocol Router Network servers.

Just as every American has information they need to protect, from their social security number to their bank routing address, so too do Navy vessels have data that needs protection. In order to best protect the information that keeps America and Americans safe, the U.S. Navy utilizes the Secret Internet Protocol Router Network (SIPRnet).

The Nimitz-class aircraft carrier USS George Washington (CVN 73) will launch its very own SIPRnet in the near future.

"We're very excited to launch SIPRnet soon," said Information Systems Technician 2nd Class Jacob Grella, a system administrator aboard George Washington. "[SIPRnet] coming online is the latest in a series of steps to getting the boat fully operational."

SIPRnet functions very similarly to NIPRnet, the ship's unclassified network.

"Security. It's our most important job on the ship, and all of our networks are secure, but SIPRnet has built-in protocol and other features that allow us to maintain tighter control on the information passed through it," said Grella. "It is more secure than NIPRnet, and we closely monitor and maintain it 24/7, 365 days a year."

Why is SIPRnet so crucial if the standard network is secure, as well? It's all about the type of data stored on it.

While NIPRnet assists with basic computer functions, like email and administrative programs, SIPRnet houses more sensitive data, said Grella.

If that kind of information were known by our adversaries, it could put the whole nation in jeopardy.

"A data breach on SIPRnet could lead to severe damage to our national security," said Grella. "That's why it's so important we maintain tight control over it."

Grella said that a lot of work has gone into the production of SIPRnet.

"We have been working for the past several years to get the network where it is today," said Grella. "Soon, we'll be able to launch it onboard George Washington."

Sailors weren't the only people responsible for the installation. This was a joint effort between George Washington Sailors, civilian employees and contractors.

"Civilians and Sailors have worked together night and day to complete this," said Grella. "We're so excited to contribute to

"Here we are, so many years later. SIPRnet coming online really embodies what RCOH is all about. A dedicated team worked together to achieve something far greater than any one person could create on their own. It felt good to work together with all my shipmates. But it feels better to build a product that will protect and defend our nation for decades."

the mission of [refueling] complex overhaul (RCOH)."

SIPRnet is important to the ship, but it's also special to Grella personally.

"The first thing I did after checking in to George Washington was help build SIPRnet at Naval Information Warfare Systems Command," said Grella. "It feels so good to see my work finally pay off after three years in the making."

Grella isn't the only Sailor excited to see the payoff of all their hard work.

"This is one of the biggest milestones in our department," said Information Systems Technician 2nd Class Cole Rolph. "It's seeing the CANES network take shape and become the complete product we always knew it could be."

It may have taken a while, but SIPRnet is finally here.

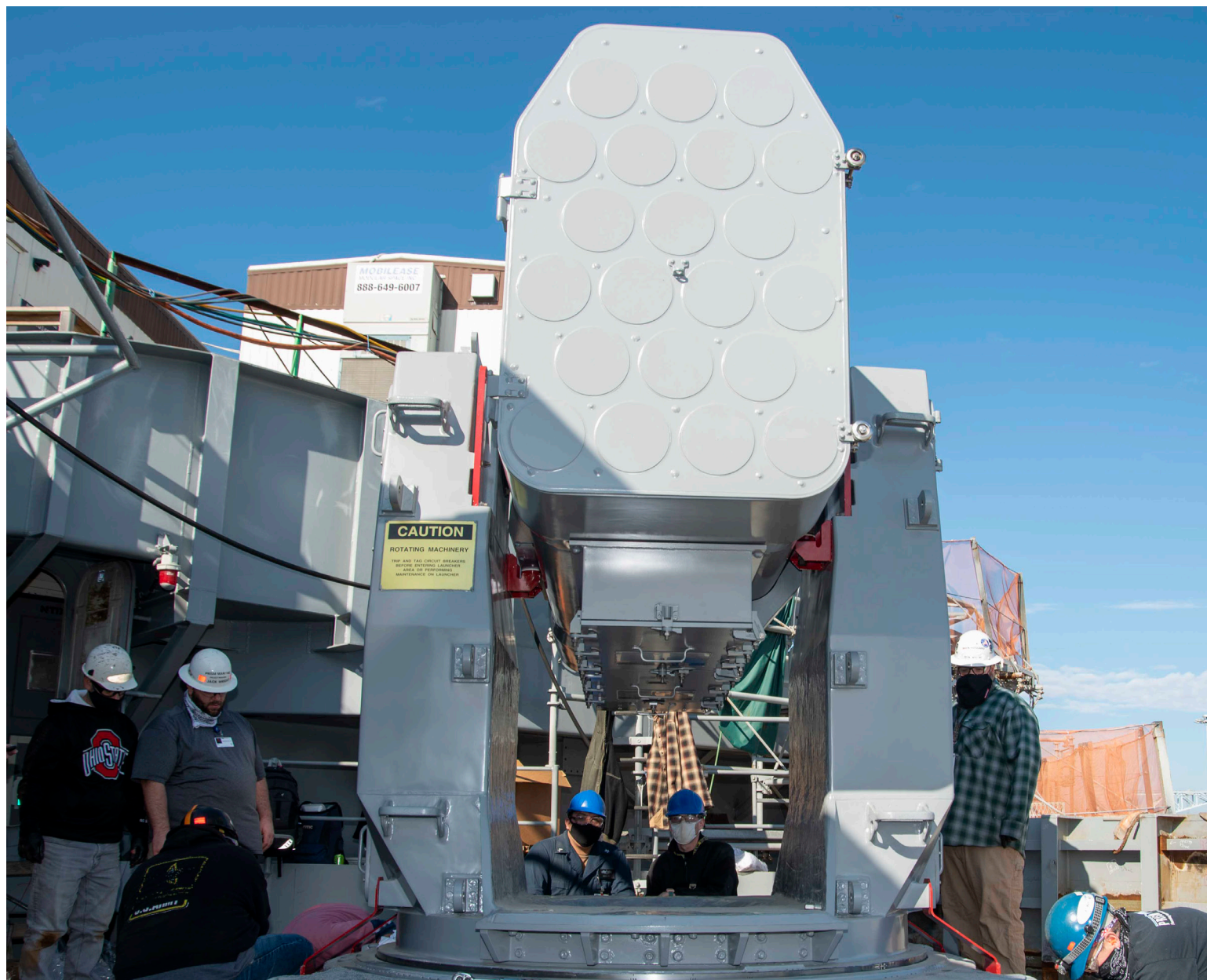
"Here we are, so many years later," said Rolph. "SIPRnet coming online really embodies what RCOH is all about. A dedicated team worked together to achieve something far greater than any one person could create on their own. It felt good to work together with all my shipmates. But it feels better to build a product that will protect and defend our nation for decades."



Information Systems Technician 2nd Class Jacob Grella, a systems technician, records the status of Secret Internet Protocol Router Network servers.

ROLLING OUR WAY TO COMPLETION: MISSILE SYSTEM ABOARD THE SHIP

STORY BY MC3 AISLYNN HEYWOOD, PHOTOS BY MCSN BONNIE LINDSAY AND FC2 JAYCE MACDONALD



Fire Controlman 2nd Class Matthew Green and Fire Controlman 2nd Class Michael Cortez, rolling airframe missile (RAM) technicians, install the RAM system.

In order to be the most premier and always ready ship in the fleet, we need a couple weapons systems to keep us on top. One of them is the rolling airframe missile system (RAM).

According to the definition provided by Naval Sea Systems Command, the RIM-116 RAM system is a lightweight, quick-reaction, fire-and-forget missile designed to destroy anti-ship cruise missiles, and asymmetric air

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and surface threats within close range, usually within ten miles.

RAM was developed as a cooperative program between the U.S. and German governments and continues to be cooperatively produced and supported.

Requiring no additional direction upon launch, its passive radio frequency and infrared guidance design provides a high firepower to engage multiple threats simultaneously. RAM

uses a rolling motion, generated by its tail fins, to change direction on a dime, which is where the missile gets its name.

The Nimitz-class aircraft carrier USS George Washington (CVN 73) recently reinstalled their RAM system after being without it during refueling-complex overhaul (RCOH).

"RAM is important to the ship because it is our mid-range self-defense weapon," said

Fire Controlman 2nd Class Matthew Green, who works in the combat systems department aboard George Washington. “It is also only one of three total weapon systems we have on board.”

The RAM system is the world’s most modern ship self-defense weapon and is designed to provide exceptional protection for ships of all sizes. It is currently deployed on over 165 ships in 11 countries, ranging from 500-ton fast attack craft to 95,000-ton aircraft carriers.

The missile is continuously developed to stay ahead of the threat of anti-ship missiles, helicopters, aircraft and surface craft.

In order to get the RAM installation finished, the crew had to get the remaining equipment out of an inactive status and install it back on the ship. After that was completed, the weapon system was integrated into the shipboard self-defense systems.

“There were various preventive

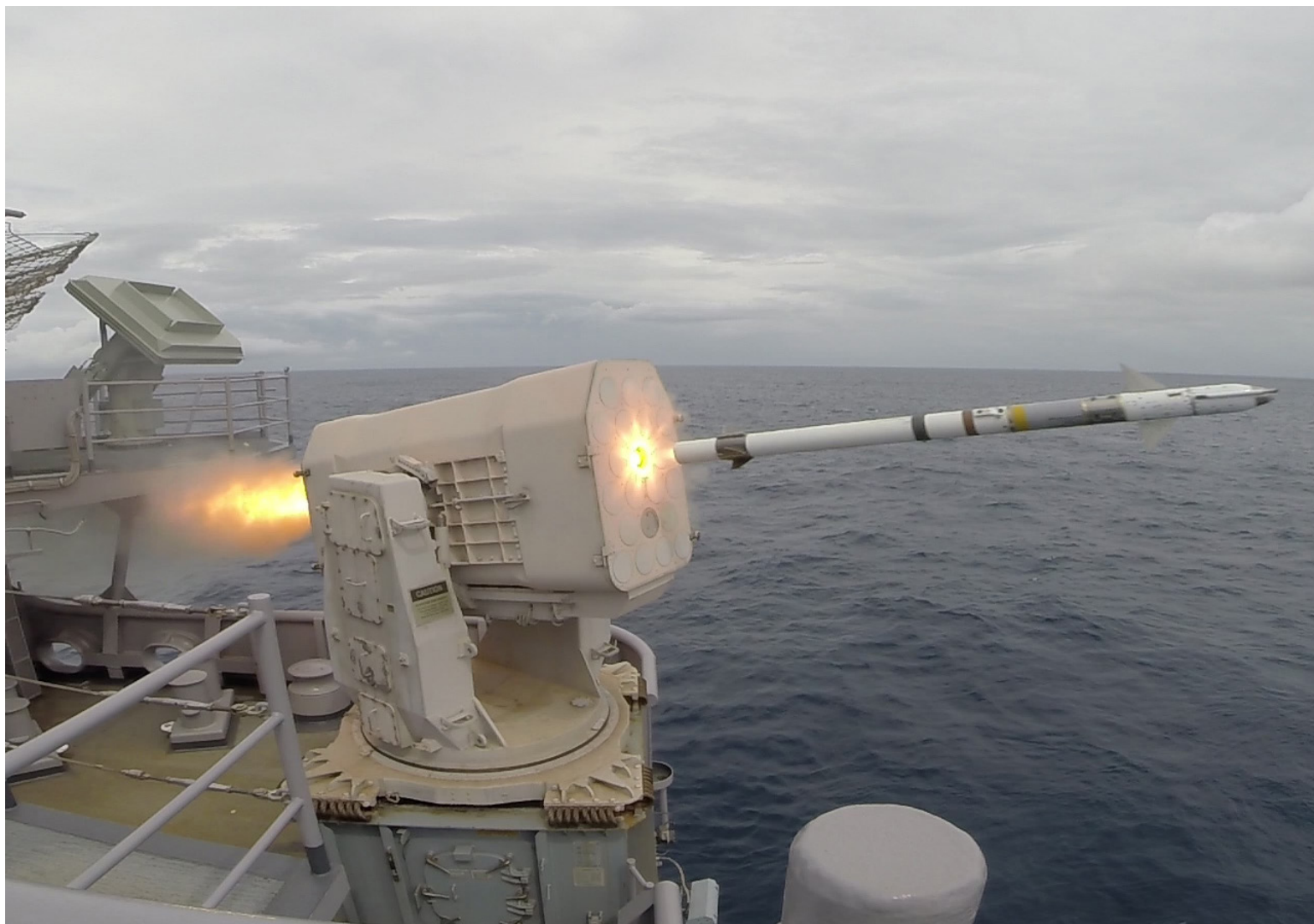
“The RAM system is the world’s most modern ship self-defense weapon and is designed to provide exceptional protection for ships of all sizes. It is currently deployed on over 165 ships in 11 countries, ranging from 500-ton fast attack craft to 95,000-ton aircraft carriers.”

maintenance teams who assisted in the preservation of the RAM spaces, including PM20 lagging team, PM13 deck removal team, PM12 paint team, PM17 cableway team, and PM15 ventilation team,” said Green.

Each of the preventive maintenance teams had one goal in mind when preserving these spaces aboard George Washington, and that was to get her back out to sea where she belongs.

“It feels honorable to work side by side with the dedicated crew on board,” said Fire Controlman 2nd Class Bismark Diaw, who also works in the combat systems department aboard George Washington. “To be part of the installation team serves as an asset to my learning experience.”

Having the RAM system installed is a major milestone for the ship; George Washington is one step closer to being finished with RCOH and getting back out to sea.



A Mk31 Rolling Airframe Missile is launched off the amphibious assault ship USS Iwo Jima (LHD 7).



ENSIGN ROBERT GEORGEN COMMISSIONS AS A SUPPLY CORPS OFFICER ON FEB. 1. PHOTOS BY MCSN JACK LEPIEN

Top left: The Ensign flies in the wind outside of Huntington hall.

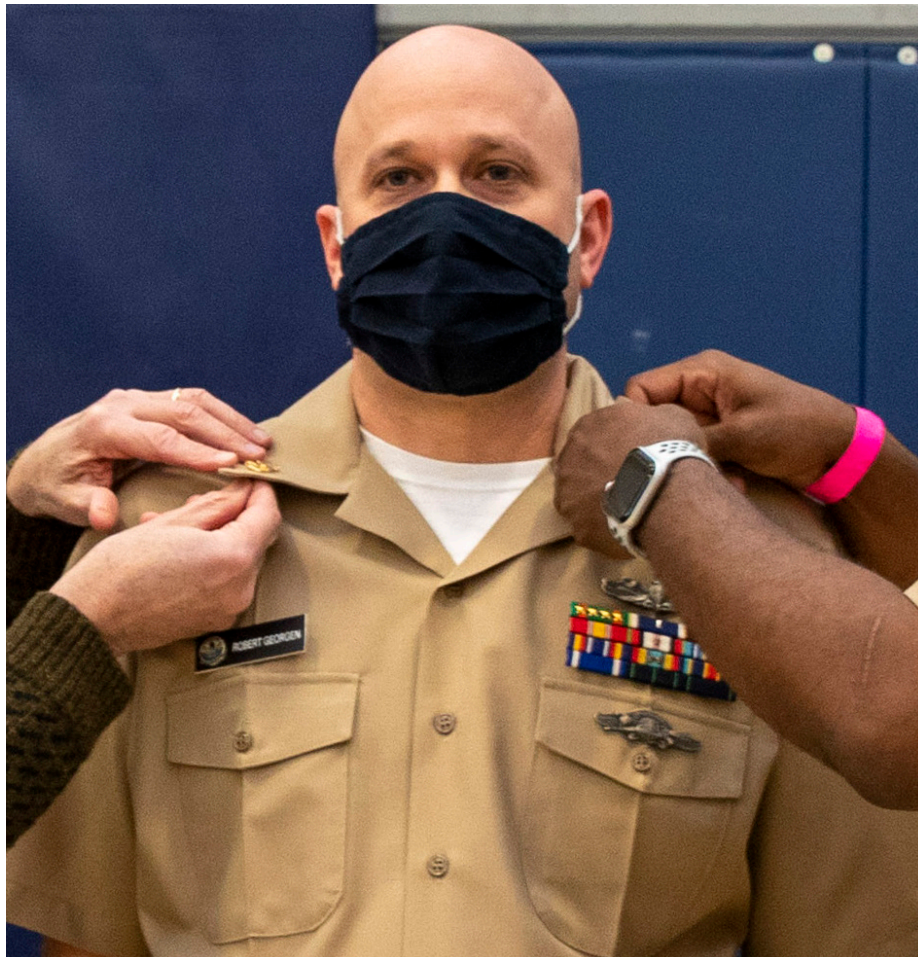
Second from top left: Ens. Robert Georgen is pinned ensign by his wife.

Middle: Ens. Robert Georgen states his oath of reenlistment with Lt. Cmdr. Paige.

Bottom left: Ens. Robert Georgen stands at attention during his commissioning.

Top right: Ens. Robert Georgen is awarded a Navy and Marine Corps Commendation Medal by Lt. Cmdr. Dylan Paige.

Second from top right: Ens. Robert Georgen is frocked by his friends and family.



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Location: Jet Shop
Price: \$5***



Bean bags lay on a corn hole board at Huntington Hall.

COMBAT SYSTEMS WRAPS UP THIS YEAR'S CAPTAIN'S CUP: BACK-TO-BACK WINS

STORY BY MC3 CORY J. DAUT, PHOTOS BY MCSN FRANKLIN CARPENTER AND COURTESY OF RYAN ROBERTS

COVID-19 has caused a lot of situations to be out of the ordinary. Masks are required everywhere, “social distancing” is a common phrase, and a lot of major events have been cancelled in the past year. However, the Nimitz-class aircraft carrier USS George Washington (CVN 73)’s Afloat Fitness Specialist, or Fit Boss, made sure the annual Captain’s Cup was not one of the events cancelled by COVID-19.

George Washington’s annual Captain’s Cup wrapped up on January 7, with combat

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systems department taking home this year’s trophy.

“It was an amazing feeling going out and participating in this year’s Captains Cup and ultimately bring home the trophy,” said Fire Controlman 2nd Class Craig Basel, assigned to combat systems department PM-17 cable way division. “This was a great way for all of the Sailors to come together as a department.”

The departments who participated in this year’s Captain’s cup were supply,

combat systems, admin/intel, reactor, command religious ministries, legal, medical, dental, training, safety, navigation, deck, and “small but mighty”, which encompasses smaller departments such as media.

“Captain’s Cup gave the Sailors from the ship the opportunity to do something at work that didn’t have to do with fixing the ship,” said Basel. “It was just people being people and Sailors being Sailors. This years Captain’s Cup was very different due to COVID-19. It was the best it could be. A big

thank you to our ship's Fit Boss for making sure this yearly tradition went on. Hopefully next year's will be even better."

With the strict circumstances this year due to COVID-19, the Captain's Cup was delayed to the end of October. It normally takes place over the summer months.

"Captain's Cup is so important on so many levels," said Ryan Roberts, the fit boss aboard George Washington. "It is my favorite tournament of the year. The main reason the tournament is so important is it provides an equal playing field for anyone to come out and participate in these events and get their mind off work and the environment of the shipyard. It provides an opportunity to come together as a community. It also sparks competition between departments, but most importantly, [the Sailors] themselves."

This year's Captain's Cup consisted of an obstacle course, corn hole, running

"Captain's Cup gave the Sailors from the ship the opportunity to do something at work that didn't have to do with fixing the ship."

events, lifting events, bowling, and a football quarter back drill.

"The most exciting part of Captain's Cup this year for me was the football quarter back drill," said Basel. "I mainly participated in the running events this year though."

With this year's Captain's Cup all finished, Roberts hopes to make next year's tournament like previous years, with more events, if the circumstances of COVID-19 let him.

"I think this year's Captain's Cup went well," said Roberts. "I am grateful we were able to have a Captain's Cup this year. For most of the year, I did not think we were going to be able to, and I would have had to put COVID-19 as the 2020 champions on the [George Washington] Captain's Cup trophy. That was not the case with combat systems coming up on top."



Sailors assigned to combat systems department aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73) hold up the Captain's Cup trophy.

U.S. NAVY, PARTNER NATION NAVIES CONCLUDE SUBMARINE-TRACKING EXERCISE

From Petty Officer 1st Class Glenn Slaughter



The U.S. Navy and several maritime partner nations successfully completed operations for the multilateral exercise Sea Dragon 2021 in Guam on Jan. 27.

For two weeks, over 190 personnel from five nations conducted over 250 hours of ground and classroom training, culminating in high-level exercises to track a real-world U.S. Navy submarine.

Commander Task Force 72, based in Misawa, Japan, detached two P-8A Poseidon Maritime patrol and reconnaissance aircraft from Patrol Squadron (VP) 5 and 8 to train with the Royal Australian Air Force (RAAF), Japan Maritime Self Defense Force (JMSDF), Indian Navy (IN) and the Royal Canadian Air Force (RCAF), in the annual Anti-Submarine Warfare (ASW) exercise.

Now in its third year, the goal of Sea Dragon is to demonstrate advanced ASW tactics while continuing to build on multinational participation with U.S. allies and partners, as well as commitment to the security of the Pacific region.

VP-5 pilot Lt. Reed Arce was excited to

compete with, but also to learn from the other aircrews.

“VP-5 was certainly looking forward to the opportunity to flex our ASW muscles and enjoy some friendly competition with our allied partners during Exercise Sea Dragon,” said Arce. “We learned so much when comparing tactics between aircrews, and the ability to constantly improve our warfighting skills. We hope to leave Guam with all participants being at their peak performance in prosecuting sub-surface threats anywhere in the world.”

The final days of Sea Dragon consisted of a tracking exercise with the Los Angeles-class submarine, USS Providence (SSN-719) acting as the adversary. The nations worked in shifts to find and track the elusive submarine.

VP-8 pilot Lt. Joseph Moralesvargas found the exercise to be a unique occasion for sharing perspectives on the technically challenging process of ASW.

“Sea Dragon 2021 has given VP-8 the chance to coordinate and be on station with other crews

and other countries, which has proved invaluable,” said Moralesvargas. “The opportunity to speak with other operators and hear their philosophy and insight on ASW has given me new perspective. I can’t think of any other exercise that would give us this chance.”

The nations were scored individually for the competitive portion of the exercise. The highest points were awarded to the Royal Canadian Air Force 407 Squadron, which earned them the coveted Dragon Belt.

Canada, India, Japan, Australia, and the U.S. are natural maritime partners, sharing common values and seafaring traditions. Exercises such as Sea Dragon are vital in strengthening relationships and maritime security.

As the U.S. Navy’s largest forward-deployed fleet, 7th Fleet employs 50 to 70 ships and submarines across the Western Pacific and Indian Oceans. U.S. 7th Fleet routinely operates and interacts with 35 maritime nations while conducting missions to preserve and protect a free and open Indo-Pacific region.



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Thank you to the Presidents
who have honorably served
in our nation's fleet!

GERALD R. FORD

Served as Lt. Cmdr. in 1942-1946

JAMES EARL CARTER

Served as Lt. 1946-1953 (active) 1953-1961 (reserve)

LYNDON B. JOHNSON

Served as Cmdr. 1941-1942 (active) 1942-1964 (reserve)

GEORGE H.W. BUSH

Served as Lt. j.g. in 1942-1945

RICHARD M. NIXON

Served as Cmdr. 1942-1946 (active) 1946-1966 (reserve)

JOHN F. KENNEDY

Served as Lt. in 1941-1945

