



THE WASHINGTON SURVEYOR

Vol. 21, Issue 16 Aug. 9, 2021



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From U.S. Naval Forces Europe-Africa/U.S. Sixth Fleet Public Affairs

ON THE COVER: Senior Chief Tabitha Ramirez is pinned by Sailors assigned to supply department.

ON THE BACK: A cover bearing the insignia of a senior chief petty officer awaits to be donned on a Sailor assigned to the Nimitz-class aircraft carrier USS George Washington (CVN 73).



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Vol. 21, Issue 16 Aug. 9 2021

USS George Washington (CVN 73)

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Executive Officer



Capt. Michael Nordeen

Command Master Chief



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J-DIAL: 5615

STUDIO PHOTOS

J-DIAL: 5397

PHOTO STUDIO HOURS

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WED. - THU.

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1230-1430

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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



MCSN Preston Cash

HOMETOWN:

Bryan, Texas

WHERE HE WORKS:

Media Department

HOBBIES:

MCSN Cash enjoys Muay Thai, cinematography, cooking, and spending time with his friends and family.

WHAT HE ENJOYS ABOUT HIS JOB:

He loves telling the story of the crew and creating artistic products seen by many.

WHAT 'SAILOR IN THE SPOTLIGHT' MEANS TO HIM:

"It feels nice to know that everyone sees and recognizes all of my hard work. I love contributing to the mission of building the ship, and I hope I can use my experience to teach others."

WHY HE WAS NOMINATED:

MCSN Cash trained media content creators on the importance of transitions, video techniques, and the use of over \$20,000 worth of camera equipment. His guidance and initiative greatly increases Media's ability to tell George Washington's story.



Build The Ship!

Photos by MC3 Joshua Cabal

Hull Maintenance Technician 3rd Class Joseph Palomino uses an angle grinder to cut out a section of broken pipe aboard the ship.



DC K Save



Capt. Brent Gaut, right, awards Machinist's Mate 2nd Class Silas Baum a Navy and Marine Corps Achievement Medal.

Story and photos by MC2 Robert Stamer
Additional photos by MC3 Dakota Nack

Knowledge saves the ship



On July 12, 2020, a fire erupted on the Wasp-class amphibious assault ship USS Bonhomme Richard (LHD 6). The fire burned for four days despite Sailors' damage control efforts. It was determined to cost billions of dollars and a minimum of five years to restore the ship to working condition, therefore the Navy decided to forego restoration and decommission the ship.

Almost one year to the date of the Bonhomme Richard fire, equipment caught fire on the Nimitz-class aircraft carrier USS George Washington (CVN 73), in the forward emergency diesel generator (EDG). Due to the vigilance of watch standers and the superb damage control knowledge of first responders, Sailors were able to contain the fire before any devastating damage to the ship was able to occur.

While watchstanders were conducting a routine rove, they discovered white smoke and charring on electrical equipment in the forward EDG. They immediately reported it as a casualty.

First responders, Machinist's Mate 2nd Class Silas Baum and Damage Controlman 3rd Class Antonio Fox, both assigned to the engineering department, and Chief Electrician's Mate (Nuclear) Richard Smith, assigned to reactor department, arrived at the scene and began the initial voltage verification process.

The in-port emergency team (IET) responded to the casualty and control of the scene was turned over to the on-scene leader, a the member of the team that coordinates communication from the repair locker to IET.

Once the equipment was electrically isolated, ensuring that there was no danger of electrical shock, Baum opened the cabinet of the component, and Fox discharged CO2 onto the fire, putting it out.

The quick actions of knowledgeable Sailors made an enormous difference in combating the fire. In a span of five minutes, the first responders who arrived at the scene were able to quickly put out the fire.

Desmoking began and a reflash watch was posted. They isolated the incident before it got out of control.

“We are talking millions of dollars of damage,” said Chief Warrant Officer Marc Short, George Washington’s fire marshal. “We could have lost the entire forward end of the ship. If that had gone past the box that was initially on fire, within 30 minutes we would have a major fire at the entire forward end of the ship.”

A reading by the Navy Firefighting Thermal Imager (NFTI) determined the components were at a temperature over 300 degrees Fahrenheit, said Baum.

“We’ve had ruptured pipes and I’ve gotten covered in [fecal matter], but this was the most intense casualty I’ve been a part of,” said Hull Maintenance Technician 2nd Class Jonathan Horak, the on-scene leader.

Adding even more fuel to this dangerous situation, the space contains JP5 which is a highly explosive and flammable material.

Culinary Specialist Seaman Luis Cabrera relays information to damage control central using a sound powered telephone during a damage control drill.



(Above) Logistics Specialist Seaman Luis Cabrera removes firefighting ensemble from a shelf in a repair locker during a damage control drill.



(Left) Sailors man a repair locker during a damage control drill



Electrician's Mate 3rd Class Devonte Nesmith, left, is awarded the Navy and Marine Corps Achievement Medal.



Damage Controlman 3rd Class Antonio Fox, left, is awarded the Navy and Marine Corps Achievement Medal.



Hull Maintenance Technician 2nd Class Jonathan Horak, left, is awarded the Navy and Marine Corps Achievement Medal.

"I think this is one of those perfect examples of the importance of everybody having damage control knowledge," said Baum. "If it weren't for the knowledge of those watchstanders and response teams assigned to IET, then it could have gone completely south."

Having the knowledge to combat any casualty doesn't appear in a Sailor's brain overnight. It takes daily training, even on weekends, to build and maintain a level of knowledge for the crew. The standard of knowledge is set by a carrier training manual and the responsibility to carry out the training falls on the ship's fire marshal.

"Through the duty sections, I developed a training plan that follows the CV training manual and prepares them for actually casualties, improves knowledge, and gets them ready for inspections," said Short. "I put together a schedule that shows what we are doing for training and drills for each particular day."

Every day some type of damage control training takes place. All duty sections are rotated through a monthly schedule, so that everyone gets to experience different types of drills at least once, said Short.

"At the end of the day you have to put your best foot forward and get everybody ready for something that might happen," said Short.

Thankfully, the crew of George Washington only has to imagine what could have happened if there wasn't a consistent knowledge of damage control. Because of the heroics of first responders and IET, the ship is still able to complete its refueling and complex overhaul tasks.

Damage control training continues daily led by Sailors like those who fought the fire. After all, a ship can never be too prepared for a casualty.

An investigation into the cause of the fire is still ongoing.

ADDING

T



George Washington's newest Senior Chief Petty Officers stand in formation at a pinning ceremony.

THE



STAR



STORY BY MC2 MARLAN SAWYER
PHOTOS BY MC3 DAKOTA NACK

Adding a Star above the Anchor

Being selected to advance to the next paygrade is an important achievement in a Sailor's career. All of the hard work throughout the previous years has finally paid off. Now that they have been selected, they must continue to provide the example of honor, courage, and commitment for all Sailors to follow onboard the Nimitz-class aircraft carrier USS George Washington.

"I honestly never saw myself making it this far in my career," said Senior Chief Logistics Specialist Tabitha Ramirez, the leading chief petty officer for supply department's aviation

supply division. "I feel truly honored to become a part of the 2.5% of the US Navy. Even when I thought I was going to be a chief for the rest of my career, I have been reminded that hard work doesn't go unnoticed in the Navy."

The challenges that each Sailor overcame to achieve this significant milestone in their career will always be remembered.

Covid-19 has affected the daily operations of various departments for more than a year.

"I was in charge of a division of over 90 Sailors during a Type II computer upgrade, which consists of

converting all of the computer from analog over to digital, said Senior Chief Electronics Technician (Nuclear) Christopher Wahl, the leading chief petty officer for reactor department's training division. "Keep in mind we were doing this while refueling two reactors, during the Covid-19 pandemic. It was a pretty big challenge but with teamwork and flexibility we were able to overcome this massive obstacle. My Sailors are awesome and worked extremely hard for me in the toughest times. I am sure I wouldn't be here today if it wasn't for their support."



From left to right, Capt. Brent Gaut, Capt. Michael Nordeen, and Command Master Chief Christopher Ziegler attend a pinning ceremony for George Washington's new Senior Chief Petty Officers.



Sailors celebrate George Washington's newest Senior Chief Petty Officers.

Support from your mentors can pave the way for Sailors in leadership positions looking to advance their career.

“My department leading chief petty officer, Master Chief Petty Officer Machinist’s Mate (Nuclear) Duane McCarty, constantly gave me responsibilities above my paygrade and pushed me towards advancement,” said Senior Chief Machinist’s Mate (Nuclear), Richard Flint, the division officer for reactor department’s training division. “The reactor department Master Chief Electrician’s Mate (Nuclear), Matt Larson, had a one of a kind intrusive leadership style that I valued and he always gave me honest feedback during my mid-term counseling for the upcoming evaluation cycle.”

Most of the time leaders look to those that are superior in rank for motivation, but junior Sailors can also provide motivation for leaders to become even better.

“As cliché as it sounds, I have to give credit to everyone around me,” said Ramirez. “Sometimes the E-1 gave me the motivation to succeed, and other times the E-9 gave me the pep talk that I needed to develop myself into a more effective leader. I will continue to lead to the best of my ability, stay educated about my rate, and take every challenge and opportunity head on.”

The navy’s newest Senior Chiefs remember their time as Chiefs and will use it to provide valuable advice for those Chief Petty Officers who are eligible for advancement, regardless of

whether it is their first attempt or not.

“Never give up,” said Ramirez. “I thought I wanted to quit several times. I kept pushing and it paid off. Take everyone’s advice, mentorship, and experience into consideration when making decisions. Don’t overlook the learning and development roadmap (LaDR) for your rating, it will ensure that you are completing all the required tasks in order to make yourself competitive for advancement.”

Flint added that every rate’s advancement quota is different, so it is important to not get discouraged by that number and keep pushing to meet the requirements for the next paygrade. Always ask those that are senior to you for advice and that will provide a solid foundation for you to build upon.



Sailors Volunteer

Photos by
MC3 Aislynn Heywood
and MC3 Joshua Cabal

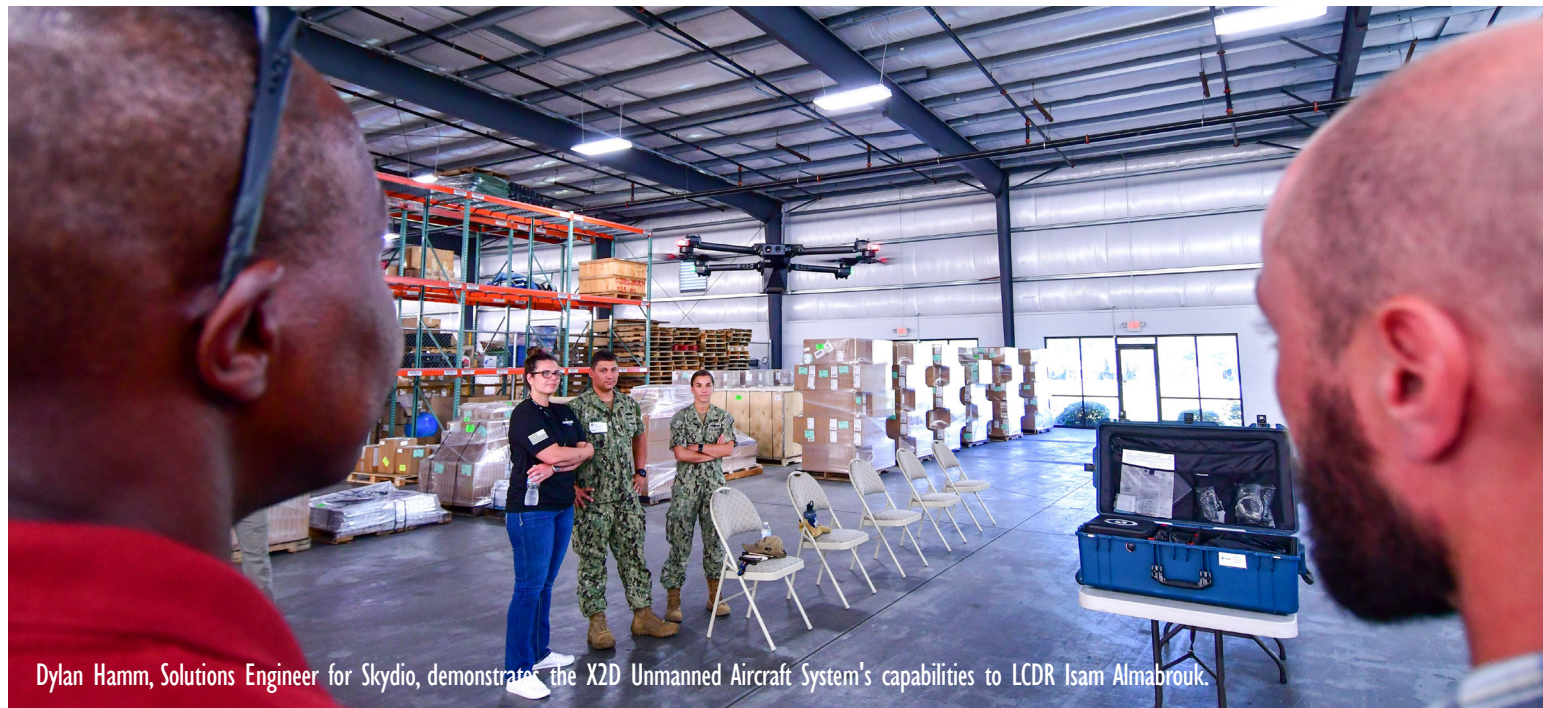
USS George Washington Sailors serve their country every day by working to build a warfighting vessel capable of defending freedom and democracy around the world, but some Sailors go one step further by spending their free time giving back the local community.





Warfighting of the Future

STORY AND PHOTOS BY MC3 LEO KATSAREAS



Dylan Hamm, Solutions Engineer for Skydio, demonstrates the X2D Unmanned Aircraft System's capabilities to LCDR Isam Almabrouk.

U.S. Department of Defense (DoD) staff and Sailors stationed aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73) attended a demonstration of Skydio's newest Unmanned Aircraft System (UAS), the XD2, at Naval Air Station Oceana in Virginia Beach, Virginia, July 15, 2021.

The event was organized by defense industry supplier, ADS Inc., to showcase many of the technical capabilities of the X2D and allow Sailors to assess the systems.

"With the multitude of available unmanned small UAS solutions, it was important to

talk to the suppliers in person and have the opportunity to actually fly the UAS in order to determine the ease of operation," said Cmdr. Greg Knutson, USS George Washington's Operations Officer. "We flew the unmanned aerial vehicles (UAVs) within a warehouse and were told to try to fly it into a wall or the ceiling, and the system would not allow the UAV to make impact."

The use of Unmanned Aircraft Systems are becoming more prevalent by both military and non-state actors around the world, and the United States Navy has taken notice of the implications.

"UAVs would benefit many aspects of our ship, both while in our Refueling and Complex Overhaul (RCOH) period and when we become operational," explained Knutson. "Using autonomy and artificial intelligence to complement our Sailors' technical experience will enhance our great Navy's lethality."

In 2020, the X2D was selected as a trusted drone platform for the DoD and federal government as part of Defense Innovation Unit's Blue small Unmanned Aircraft System (sUAS) Project.

The X2D is an advancement of the Skydio 2 autonomous

drone, the latter being made for the consumer market, and focuses on providing advanced reconnaissance capabilities to warfighters in hostile environments.

“It is important to explore cutting edge technology like UAVs that would enhance the ship's antiterrorism and force protection capabilities around the globe” said Lt. Cmdr. Isam Altabrouk, the USS George Washington's Security Officer, “UAVs are another tool that would provide the watchstander the capability to surveil areas beyond their reach, gather information, analyze, and mitigate potential threats.”

The hardware involved in the Skydio 2 and X2D contains three upward facing cameras and three downward facing cameras to provide a spherical view around it.

“There is a supercomputer built into this system,” said Dylan Hamm, Solutions Engineer for Skydio's Federal Team. “It takes all of that data from a spherical view around

it, ingests it, and creates a three dimensional map to avoid obstacles.”

Skydio's strategy has been to not only focus on the hardware side of drone production, but to specialize in the software aspect.

“Every Skydio drone, whether it's the Skydio 2 or the X2D, has core autonomy and can see, understand, and act after predicting around it,” said Dave Copp, Skydio's Navy account manager. “I've taken the Skydio 2 and asked it to follow me at a certain range, relative bearing, and altitude as I bike around my neighborhood. I have video where it sees a tree and maneuvers around it.”

There are other aspects of Skydio's specialized software that work in tandem with the autonomy it utilizes such as the 3D scanning function for inspections and surveys that are particularly relevant to shipboard use.

“This UAV, in particular, has the capability of 3D scanning for corrosion and material integrity inspection of hard

to reach places on the ship,” said Knutson. “Additionally, the Electro-Optical/Infra-Red cameras allow for force protection application on the pier, finding hotspots during a fire, and search and rescue efforts in the water.”

Unlike the use of regular and consumer drones, there are strict requirements under federal law to be able to use unmanned aircraft systems for military purposes, especially concerning the secure transmission and storage of data captured by drones.

Skydio is one of four companies that are part of the DIU Blue sUAS program that meets all DoD and National Defense Authorization Act requirements.

Skydio will be conducting similar demonstrations of the X2D's capabilities across the United States over.



Dylan Hamm, Solutions Engineer for Skydio, demonstrates the X2D Unmanned Aircraft System's capabilities.

MOUNT WHITNEY AND SIXTH FLEET UNDERWAY FOR LSE

From U.S. Naval Forces Europe-Africa/U.S. Sixth Fleet Public Affairs



Large Scale Exercise (LSE) 2021 is scheduled for August 3-16 and will be a scenario-driven, globally integrated exercise that will provide high-end training at sea and ashore against a challenging adversary force.

"Command-at-sea forms the foundation of our naval service," said Vice Adm. Gene Black, commander, U.S. Sixth Fleet. "LSE will test our commanders across the spectrum of naval warfare from the tactical to the strategic, integrating the Marine Corps to demonstrate the world-wide fleet's ability to conduct coordinated operations from the open ocean to the littoral."

LSE 2021 will demonstrate the flexibility inherent within Distributed Maritime Operations (DMO), Expeditionary Advanced Base Operations (EABO), and Littoral Operations in a Contested Environment (LOCE) signaling to our competitors the U.S. military remains ready at the high-end of warfare expressly because of its global operational commitments, rather than in spite of them.

LSE 2021 will include approximately 36 live ships underway ranging from aircraft carriers to submarines, over 50 virtual units and an unlimited array of constructive units in addition to the Sailors, Marines, Government civilian and contract employees assigned to command and

training staffs providing support to the exercise. Participating units will span 17 time zones to include six naval and Marine Corps component commands, five U.S. numbered Fleets and three Marine Expeditionary Forces.

LSE 2021 is the first naval and amphibious large-scale exercise conducted since the Ocean Venture NATO exercises launched in 1981 during the Cold War. Those exercises simultaneously demonstrated NATO resolve and simulated new U.S. maritime capabilities in the acquisition process. The intent is the same for LSE 2021, within the context of modern warfare and during an era of strategic competition. The first LSE is U.S.-only with future iterations planned to include allies and partners.

Mount Whitney, forward deployed to Gaeta, Italy operates with a combined

crew of Sailors and Military Sealift Command civil service mariners in the U.S. Sixth Fleet area of operations in support of U.S. national security interests in Europe and Africa.

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.



MOVIE SCHEDULE

Channels 202 & 203 on SITE-TV

SUN.	MON.	TUES.	WED.	THURS.	FRI.	SAT.
8	9	10	11	12	13	14
	202 1700: Captain Phillips 1930: Halloween 203 1700: Spider-Man: Into the Spider-Verse 1930: The Goonies	202 1700: Caddyshack 1930: Tron (1982) 203 1700: 3:10 to Yuma 1930: Shawshank Redemption	202 1700: Ready Player One 1930: Rocky Horror Picture Show 203 1700: Men in Black 1930: Men in Black 2	202 1700: Home Alone 1930: Hoosiers 203 1700: American Sniper 1930: Alita: Battle Angel	202 1700: Silence of the Lambs 1930: Major Payne 203 1700: Lone Survivor 1930: Honest Thief	202 1700: Pacific Rim 1930: Guardians of the Galaxy 203 1700: The Hitman's Bodyguard 1930: Pain & Gain
15	16	17	18	19	20	21
202 1700: Star Trek 1930: A Bug's Life 203 1700: Tenet 1930: Dodgeball	202 1700: White Men Can't Jump 1930: Fury 203 1700: Happy Gilmore 1930: Anchorman	202 1700: Murder on the Orient Express 1930: Alien: Covenant 203 1700: The Greatest Showman 1930: Downsizing	202 1700: Bohemian Rhapsody 1930: Rocketman 203 1700: Godzilla vs. King Kong 1930: Tomb Raider	202 1700: Ocean's Eleven 1930: Ferris Bueller's Day Off 203 1700: Back to the Future 1930: Red Dragon	202 1700: The Princess Bride 1930: Bumblebee 203 1700: Road House 1930: Grown Ups	202 1700: PT 109 1930: 1917 203 1700: Little Fockers 1930: Hancock
22	23	24	25	26	27	28
202 1700: Hellboy (2019) 1930: Yesterday 203 1700: TMNT 1930: Fast and Furious: Tokyo Drift						

