

Six Flight

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MAGAZINE



Keep 'em Flying!

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TEAMWORK, A TRADITION

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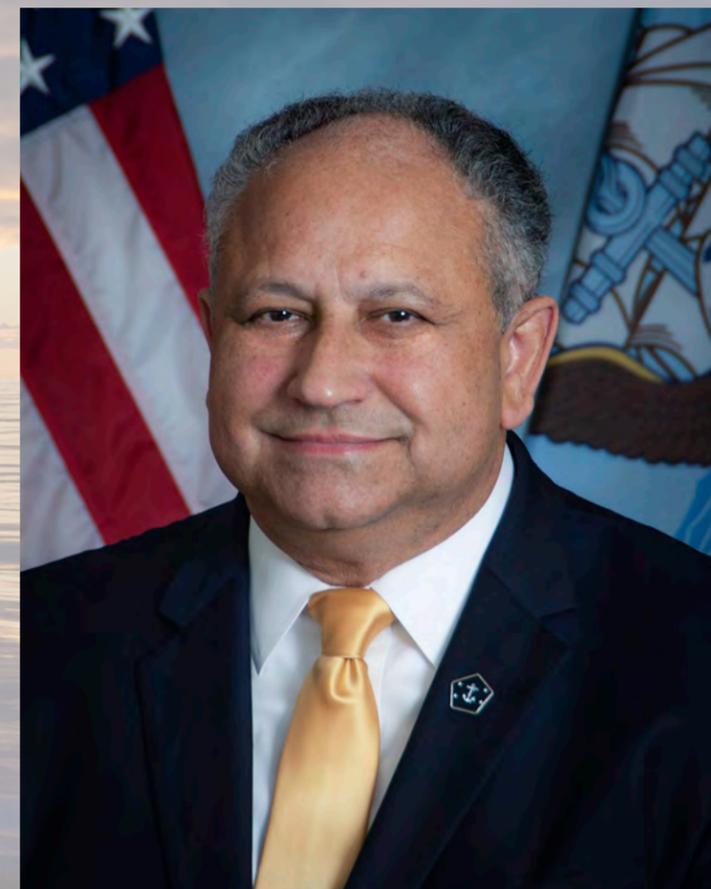
Support for Military Spouses

One of my three enduring priorities is to empower our people. Inherently this includes family members. Military family life presents challenges as well as opportunities. Programs and services are available to support military spouses, whether new to the military or seasoned spouses seeking networking and employment following a recent change of duty station. The professionals at Fleet and Family Readiness and Marine Corps Community Services and I acknowledge the difficulties of military life, from family separation during deployments, to starting over in a new neighborhood. I want to highlight some of the resources offered by the Navy-Marine Corps team to support spouses.

Poised to assist are your local installation Fleet and Family Readiness Center and Marine Corps Community Services offices. They provide information and referrals to programs and services ranging from long term financial planning to short-term needs such as identifying a fitness coach. Additional resources include Ombudsmen, Family Readiness Officers, and in-house clinical counseling services. The family support staff can also connect you with resources for navigating deployment, as well as "Return & Reunion," and support if you or a family member are enrolled in the Exceptional Family Member Program.

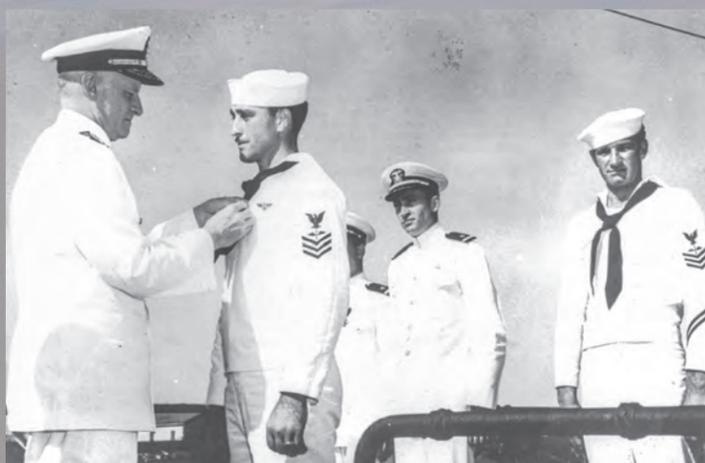
Health and wellness of family members is important to resilience and coping with the demands of the military lifestyle. Morale, Welfare, and Recreation programs offer a variety of programs and activities to develop new skills, build strength, and reduce stress. They offer programs and activities at a discount to help stretch incomes and still have a rewarding family vacation or weekend outing.

The military spouse is part of a strong military community, and as a military spouse, you manage the many challenges of military life by adapting to new roles, new schedules, and the uncertainty with frequent moves. I appreciate your sacrifices and I salute your resilience and support of the Department of the Navy.



Carlos Del Toro

The Honorable Carlos Del Toro, Secretary of the Navy





ADMIRAL'S CALL

RECOGNIZING OUTSTANDING PERFORMANCE

Rear Adm. Christopher Sweeney, Commander, Carrier Strike Group 11, gives his coin to Information Systems Technician 1st Class Jason Carter, from Brunswick, Georgia.

Carter is Nimitz's information systems security manager, and was recognized for his role in identifying cyber threats and phishing attempts during Composite Training Unit Exercise (COMPTUEX), a critical step in certifying Carrier Strike Group 11 for deployment.



Well done Team Nimitz during the past month at sea! The Strike Group is ready to sail West and the next several months will be integrate with our partners and partners Global Order. You all are ready for to sail with family & friends. Make sure you are personally ready to sail. My best, C.S. Sweeney 09671

SEASONED BY THE SEASON

Carrier Strike Group 11 Public Affairs

First class petty officers assigned to the various staffs, ships, and squadrons that comprise Carrier Strike Group (CSG) 11 officially became chief petty officers after being pinned in ceremonies aboard their respective ships Friday.

This ceremony marks the culmination of the six-week long crucible known as "chief season". In it, potential chiefs are pushed to their limits through long hours of physical and mental training, while their leadership abilities are tested and honed.

"It's definitely a grueling process," said Senior Chief Logistics Specialist Blanca Smiley, one of the leads for USS Nimitz's (CVN 68) chief season. "As chief petty officers, the responsibility of transitioning them from first class petty officers to chiefs is one we do not take lightly. They have been selected, and we have tested and tried them beyond what they thought they were capable of."

This process is a time of reflection for some, where the chiefs-to-be can look back on all they have learned and undergone as a 'blueshirt', and think about how those experiences forged them into the leaders they are today. Chief Personnel Specialist Chanel Calpitotakao, assigned to the guided-missile destroyer USS Wayne E. Meyer (DDG 108), reflected on her role as a Recruit Division Commander (RDC) at Recruit Training Command (RTC) Great Lakes, Ill.

"What really helped was being assigned to RTC," said Calpitotakao. "It puts you in positions where you need to make decisions quickly, because you never know what a recruit is going to ask, and you need to be ready for a question that may be hard to hear and ready for the emotion it may bring. Whatever you tell them is going to affect their future in the Navy, so that tour made me more confident in being the leader that I am today."

For selectees going through the season, this time is also an opportunity to look towards the future and think about what their goals are when it comes to effectively leading Sailors.

"One of the hopes and goals that I have for the Sailors I will lead is to help them get where they need to be, not necessarily where they want to be," said Chief Machinist's Mate David Johnson, also on the Wayne E. Meyer. "We are here to make sure they go above and beyond what they think they can do - to meet the potential that they may not see yet."

Finally, for many Sailors, becoming a chief petty officer marks the pinnacle of their careers to that point, and the lessons learned during chief season help mold them into the leaders the Navy needs them to be.

"The chief season overall is an extremely humbling experience, with many ups and downs," said Chief Aviation Machinist's Mate Blake Henderson, assigned to Carrier Airborne Early Warning Squadron (VAW) 116, who was among the newly-pinned Friday. "For the past six weeks, the greatest take away for me has been shifting my thought process to the greater good of my Sailors, and the Navy as a whole." **■**





TEAMWORK, A TRADITION

“I like being an intelligence specialist because it keeps me involved in the day-to-day operations of the strike group as a whole, and it lets me see the bigger picture of the mission.”

“YOU HAVE TO STAND FOR

SOMETHING, OR YOU’LL

FALL FOR ANYTHING”

“ISs get to know the truth, and then we get to gather it and mold it into a package that we give to mission planning.”

ISSN CONNOR BINKLEY

MANSFIELD, TX

Nimitz Carrier Strike Group Completes COMPTUEX

Carrier Strike Group 11 Public Affairs

Carrier Strike Group (CSG) 11 completed Composite Training Unit Exercise (COMPTUEX), its final training period before a scheduled deployment later this year.

COMPTUEX is designed to fully integrate units of a strike group, while building its ability to carry out sustained combat operations at sea. Ships, squadrons, and staffs trained across a spectrum of sea control and power projection missions.

The exercise was conducted by CSG 15, 3rd Fleet's executive agent for integrated training, mentorship, and assessment of Pacific Fleet CSGs, Amphibious Ready Groups (ARG), Expeditionary Strike Groups (ESG), and independently deploying surface warships. With the completion of this exercise, CSG 11 is certified for deployment.

Rear Adm. Christopher Sweeney, Commander, CSG 11, has held command since April 2021 and led his strike group through the entire work up, training, evaluation, and certification period.

"The strike group and the officers, chiefs and Sailors assigned to our ships and squadrons worked hard and have now seen it pay off," said Sweeney. "We're a ready and capable strike group, looking forward to any challenge ahead of us, and prepared to effectively respond to any contingency."



The aircraft carrier USS Nimitz (CVN 68) is CSG 11's flagship – a mobile and lethal floating airfield equipped with command and control capabilities to support and operate aircraft from Carrier Air Wing (CVW) 17.

CVW 17 is composed of embarked Strike Fighter (VFA) squadrons flying F/A-18E/F Super Hornets, an Electronic Attack (VAQ) squadron flying the E/A-18G Growler, a Carrier Airborne Early Warning (VAW) squadron flying the E-2C Hawkeye, a Fleet Logistic Squadron (VRC) squadron flying the C-2A Greyhound, a Helicopter Maritime Strike (HSM) squadron flying the MH-60R Sea Hawk, and a Helicopter Sea Combat (HSC) squadron flying the MH-60S Sea Hawk. With reach and lethality, CVW 17 and Tomahawk Cruise missiles are the primary offensive tools of the strike group.



Information warfare combined warfighting elements such as meteorology, oceanography, intelligence, communications, cyber operations, electronic warfare, and information operations to enable assured command and control, battlespace awareness, and non-kinetic effects.

The Ticonderoga-class guided-missile cruiser USS Bunker Hill (CG 52) is the Integrated Air and Missile Defense Commander. Bunker Hill is a multi-mission air warfare (AW), undersea warfare (USW), naval surface fire support (NSFS), anti-surface warfare (SUW), and strike warfare (STK) warship capable of both offensive and defensive naval operations.



Destroyer Squadron (DESRON) 9 oversaw operations for the Arleigh Burke-class guided-missile destroyers USS Decatur (DDG 73), USS Paul Hamilton (DDG 60), USS Chung-Hoon (DDG 93), USS Wayne E. Meyer (DDG 108), USS Shoup (DDG 86), and USS John Finn (DDG 113). Increasing combat potential across the maritime environment, DDGs are a multi-mission afloat platform with offensive and defensive capabilities, including anti-air warfare (AAW), anti-submarine warfare (ASW), anti-surface warfare (ASUW), and strike warfare (STK).

"After a very busy year, we've reached our goal – to ready this aircraft carrier for deployment and sail west," said Capt. Craig Sicola, commanding officer, USS Nimitz. "I can assure you that this ship and crew is ready for whatever lies ahead of us."



The final training certification falls on the centennial of the aircraft carrier. For 100 years, the United States aircraft carrier has maintained an advantage over adversaries through innovation and the evolutionary character that has underpinned naval aviation since its founding. Despite growing challenges and disruptions to the international rules-based order, the Nimitz Carrier Strike Group enables the U.S. to stand by the nation's commitment to free and open sea lanes. 🇺🇸





C L A S S 1 2 9

C O N G R A T U L A T I O N S

ASC Brenangelo Abelgas
 ATC Lionel Alarcon
 ADC HarleyMar Aldave
 ATC David Anderson
 PSC Dulce Barthlemess
 MMNC David Barton
 ADC Nermin Bechtic
 ITC William Bond
 ACC Myranda Brantley

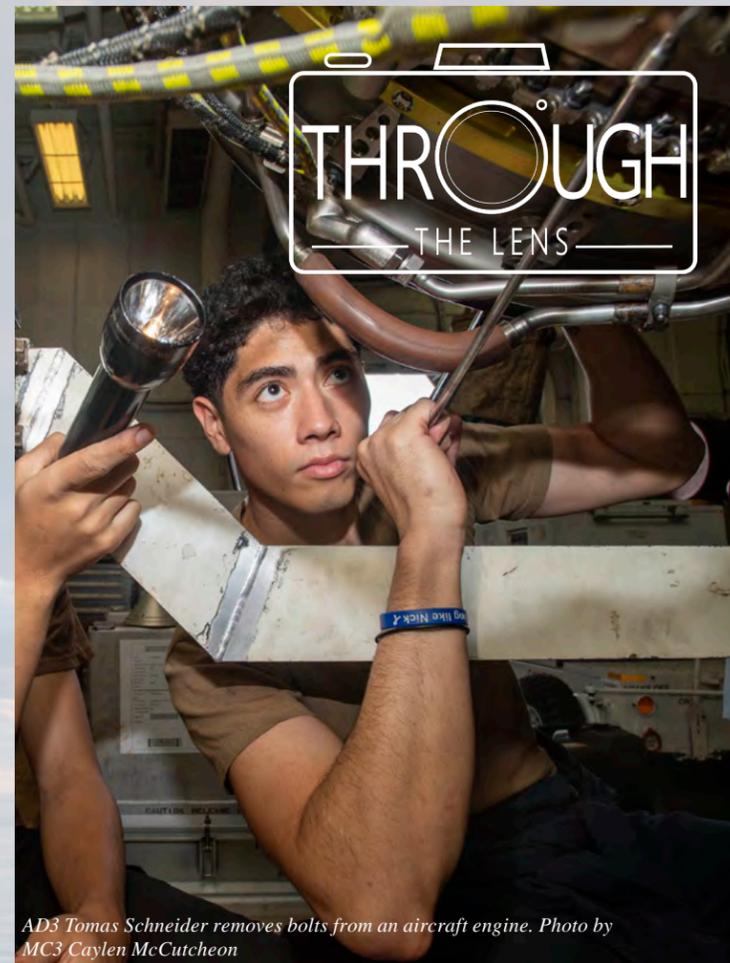
MMNC Corinne Buchbinder
 QMC Erica Carter
 ATC Jonathan Cobb
 CTTC Juliana Crigger
 AGC Dale Day
 AWRC Griffin Dickerson
 AOC Nicholas Dolanski
 EMNC Jesse Dunaway
 ATC Nathaniel Eakins

ABHC Timothy Godden
 ATC Christopher Gregg
 ADC Steven Guzmanperez
 ATC Joseph Hagstrom
 ETC Bryce Halvorson
 EMC James Hartley
 AMC Jason Harvey

ATC Amanda Hayes
 ADC James Henderson
 LSC Larry Horton
 ACC Bryant Ingram
 ETC Nicholas Jones
 MAC Christina Kaderly
 ADC Brock LeClaire
 YNC Brian Leyva
 PSC Rafael Lujan

ABEC Courtney McCloskey
 NCC Ericka Montgomery
 LNC Shaqweta Morrow
 PSC Lisareli Ocegueda
 AEC Sixto Paguirigan
 LSC Shane Penne
 AMC Edwin Perez
 AMC Michael Phillips
 ATC Christopher Ponce

AWRC Geoffrey Posdal
 LSC Mark Prewitt
 ITC Brandon Roberts
 AMC Joseph Rowe
 HMC Alex Torres
 AMC Jonathan Waddell
 ATC Joshua Williams



AD3 Tomas Schneider removes bolts from an aircraft engine. Photo by MC3 Caylen McCutcheon



HM3 Devan Townsend administers influenza vaccines to the Nimitz. Photo by MC3 Samuel Osborn



Two shooters launch an E/A-18G Growler from the "Cougars" of VAQ-139. Photo by MC2 Justin McTaggart



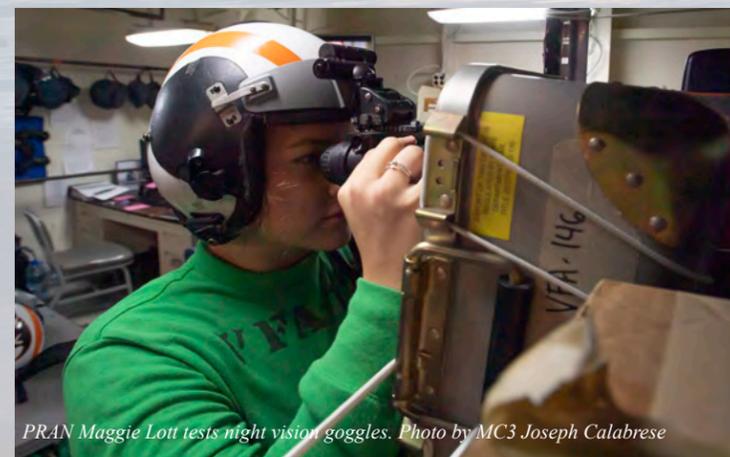
AD2 Dorian White supports the main rotor head spindle of an MH-60R Sea Hawk helicopter from the "Battlecats" of HSM-73. Photo by Caylen McCutcheon



A Sailor watches as the destroyer USS Shoup (DDG 86) pulls alongside the Nimitz for a fueling-at-sea. Photo by MCI Nathan Laird



HTFN Joeangel Quintana braises a pipe. Photo by MC3 Caylen McCutcheon



PRAN Maggie Lott tests night vision goggles. Photo by MC3 Joseph Calabrese



MMFN Elias Faulk tests the neutral safety switch of a rigid hull inflatable boat (RIB). Photo by MC3 Caylen McCutcheon



PR3 William Kinberger sews a flight suit. Photo by MC3 Joseph Calabrese



Sailors transport ordnance for an F/A-18E Super Hornet on the flight deck. Photo by MC3 David Rowe



ABHAN Jacob Andrew stands watch on the flight deck. Photo by MC3 David Rowe



Lt. j.g. Anthony Richardson participates in a refueling-at-sea with the Arleigh Burke-class guided-missile destroyer USS Shoup (DDG 86). Photo by MC3 Caylen McCutcheon

From Brewmaster to Sailor

STORY BY MC2 ELLIOT SCHAUDT

Prior to enlisting in the Navy, Aviation Electronics Technician 2nd Class Barron Sluder started brewing beer at home as a hobby. Three years later, Sluder became one of the youngest brewmasters in Georgia history at the age of 23.

"I enjoyed drinking craft beers when I got the chance, sparking an interest to create my own beers and possibly pursue a career in the craft beer industry," said Sluder. "I quickly began home brewing and developing my own recipes. I made the most simple homebrew setup I could, called the 'brew in a bag' setup. It was just a pot, burner, hose, funnel, and a five-gallon glass fermenter. Most of the materials were purchased at Home Depot and the rest at local homebrew stores."

"I started brewing simple Pale Ales and [India Pale Ales] before quickly expanding my range to include Imperial Stouts, Saisons, Berliner Weisse, and more complex IPAs," said Sluder. "My favorite craft beer at the time happened to be 'Milk Stout' by a brewing company that was only a 20-minute drive away from [Eastern Carolina University], where I was playing college hockey at the time."

Sluder kept improving his brewing ability, and his love for the hobby led him to inquire about a job in the brewing industry.



"I drove out to the brewery on a whim to ask about a job opportunity and got hired on the spot as a part-time packaging tech – working on the bottling line, packaging six packs – at the age of 21," Sluder said. "It was a fast-paced position, loading bottles onto the bottling line, making sure the system was operating properly, making sure the bottles were filled the right amount, capped, and finally packed away into cases to be shipped."

After moving down to Georgia and bouncing around a few more breweries, Sluder was finally approached by another brewing company set to open in the fall of 2016 with a job opportunity, making him one of the youngest brewmasters in Georgia history at the age of 23. He was in charge of everything from recipe research and development to directing brew house operations, as well as caring for the beer post-brew, and packaging. Being in this position forced him to learn vital professional leadership skills at a young age. He was in charge of tens of thousands of dollars in product, managing personnel, brewing and packaging schedules, and coordinating with suppliers. Leadership came easy to Sluder, as he captained his college hockey team at Kennesaw State University as a sophomore. However, learning the ins and outs of the business world was a new challenge he happily took on. Just several months after the grand opening of the brewing company, Sluder's Berliner Weisse-style beer, named "Neon Neon" won two Gold Medals at the Suwanee Beer Fest and Georgia Wild Beer Fest, respectively.

Sluder eventually finished out his brewing career as Head Brewer and Director of Brewery Operations at yet another brewing company prior to enlisting in February 2019. He has since been able to transition his professional knowledge and skills to the Navy, where he is currently work center supervisor of Avionics Shops 1/8/9.

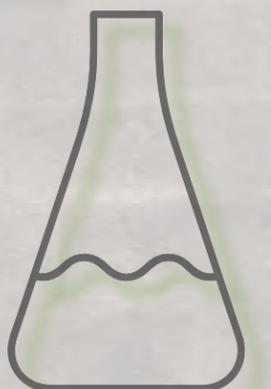
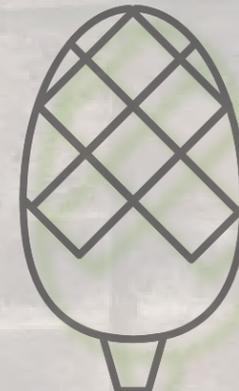
"Learning how to manage people has been the biggest help in transitioning to the Navy," said Sluder. "I prefer a leadership style where I get to know people and will use their strengths to help them progress as Sailors and in life."

Being in charge of high-value assets in stressful situations has also come in handy, as he now supervises a work center which specializes in communication and navigation equipment, night vision goggles, vital aircraft cable harnesses, and aircraft batteries. Oftentimes as a brewer, he was in situations where he had to work alone, leading to the ability to problem-solve and troubleshoot on the spot, which is useful as an aviation electronics technician. Sluder looks forward to continuing his naval career after he leaves the Nimitz to continue supporting his wife Savannah and their four young sons.

"Joining the Navy has turned out to be a fantastic decision," said Sluder. "I loved brewing, but I was never able to have the comfort of knowing my family was taken care of in all aspects of life until now."

He is currently working towards an astrophysics degree in hopes of being employed by NASA one day, and he hopes to make chief or become an officer before his time in the Navy concludes. 🇺🇸

*** DRINK RESPONSIBLY ***



The **FLYING** DUTCHMAN

In the age of canvas sailing vessels, sea stories were the source of much entertainment. One of the most famous tales of the sea is the legend of the Flying Dutchman, which is also renowned in the field of the supernatural. For over 300 years, this ghostly ship is said to have sailed the seas around the Cape of Good Hope, bringing misfortune to any ship that comes within sight of it.

The first published version of the legend was in "Blackwood's Edinburgh Magazine" for May 1812. In the issue, the Flying Dutchman was a 17th century Dutch merchantman, captained by Captain Hendrick Van Der Decken, a skilled seaman but one of few scruples, and in 1680 was proceeding from Amsterdam to Batavia in the Dutch East Indies.

The magazine story says, "She was an Amsterdam vessel and sailed from port seventy years ago. Her master's name was Van der Decken. He was a staunch seaman, and would have his own way in spite of the devil. For all that, never a sailor under him had reason to complain; though how it is onboard with them nobody knows."

Van Der Decken cursed God and the elements in the temperamental, hurricane-prone area, reportedly saying to a passing vessel he would not heed the safety of his ship or crew by staying safe at port, "May I be eternally damned if I do, though I should beat about here till the Day of Judgment." For this, the Flying Dutchman was forced to sail the Southern Seas forever, without finding harbor.

Redemption is still available, the story says, once Van Der Decken has found another captain prepared to take a letter from him begging forgiveness. Only then will his reason for haunting cease, and he will find peace.



However, over the years, the story changed to say that any ship that has visual contact with the Dutchman is doomed to some form of disaster. Therefore, it will be quite difficult to find a captain prepared to take the required letter.

The most famous sighting of the Flying Dutchman took place on July 11, 1881, with one of the eyewitnesses being Great Britain's Prince George, later known as King George V. He was to see it whilst serving as a naval cadet aboard H.M.S. Bacchante. The prince himself made the entry in the ship's log describing the encounter. The log is now preserved in Royal Navy's archives.

"During the middle watch the so-called Flying Dutchman crossed our bows. She first appeared as a strange red light, as if a ship all aglow, in the midst of which light her spars, masts and sails, seemingly those of a normal brig, some 200 yards distant from us, stood out in strong relief as she came up. Our lookout man on the forecastle reported her close to our port bow, where also the officer of the watch from the bridge clearly saw her, as did our quarter-deck midshipman, who was sent forward at once to the forecastle to report back. But on reaching there, no vestige, nor any sign of the ship, was to be seen either near or away on the horizon."

May you heed this ghost tale, and may this Nimitz crew see us all through. Safe travels until we meet again. and happy Halloween, Old Salts!



Deckplate Chatter

WHAT IS YOUR FAVORITE HALLOWEEN MOVIE?



"Halloween because of Michael Myers!"

- CSSN Kevin Goodman
Inglewood, CA



"I'm too scared to watch horror movies!"

- PRAN Maggie Lott
McAlester, OK



"The Conjuring because it's really scary!"

- A03 Eddreena Tuggles
Milwaukee, WI



"Halloween because Michael Myers is more realistic than any other slasher!"

- A03 Roger Wolcott
Clearwater, FL



"The Conjuring because it's about possession - I saw a lot of that in real life!"

RSSN Habso Abdi
Kismayo, Somalia



"Hocus Pocus because 'McGee' from NCIS is in it!"

- CSSN Prudence Daly
Philadelphia, PA



VAMPIRE



HOURS



Continue the CONVERSATION

Story by MC2 Jennifer Benedict

In the "Introduction to the Navy" section of every Recruit Trainee Guide, it says, "Today's Navy is a massive and complex organization, a far cry from the makeshift fleet that opposed the British in the Revolutionary War. Hundreds of ships, thousands of aircraft, hundreds of thousands of people, and an annual budget in the billions of dollars combine to make the U.S. Navy a powerful and crucial component of the American defense establishment. It plays a vital role in maintaining our national security, deterring potential enemies, protecting us against our adversaries in times of war, and supporting our foreign policy in peacetime."

Every Sailor aboard the Nimitz, the strike group, and air wing is not just a footnote in that story, but the real-life embodiment of that culture. Each Sailor actively weaves their own thread into the greater tapestry of the American Navy today, and for generations to come. The mission of the multicultural committee is to bring awareness to all the different cultures aboard Nimitz. They welcome the rich and diverse traditions and histories of the crew.

"Multicultural Committee wants to be a place to have dialogue," said Aviation Ordnanceman 2nd Class Patrick Scribner. Scribner has been an active member since he arrived aboard Nimitz in March of 2019.

By holding celebrations that encourage us all to recognize and be open-minded to different cultures, the committee looks to bring Sailors closer together through learning and experiencing something new.

"I come from a Ukrainian family and our culture was important," said Logistics Specialist 2nd Class Bryan Lemons, from Leander, Texas. "Growing up we had frequent family gatherings...the committee means a lot to me. It enables us to bring together other cultures like a family, just like I had growing up."

"I joined this committee because people look up to me, so I want to do more to encourage them to look outside the box and encourage one another," said Aviation Boatswain's Mate

(Handling) 1st Class Katrena Rozier, the Multicultural Committee president who has been in the Navy for 12 years.

There is no rank restriction to joining the committee. Every Sailor, from E-1 to O-6, are encouraged to participate.

"We aren't going anywhere", said Aviation Boatswain's Mate (Handling) 2nd Class Paul Voigt, who works the night shift and embraces his Syosset, New York 'won't quit' attitude. "We are committed to the Nimitz and bringing people together."

"More events where people share their cultures will only make us a better team," said Voigt, who has been aboard Nimitz since October 2020.

The multicultural committee wants to continue discussing diversity, and to share the stories of our ancestors. "Opening up about my culture helped me embrace being both Italian and Native American," said Electronics Technician Anthony Montesano, a Choctaw Native American.

"I learned a lot about myself, and it helped me start to ask questions from my family back home. I recently found out my great-uncle was the last person in my family to speak fluently in our tribal language. Now I'm motivated to represent my own story."

We can all help preserve our cultures while still blending them into being a Sailor. The first chance to make that impact will come on October 27, with many more events to look for in the upcoming deployment.

The Navy Recruit Trainee Guide continues, "As a Sailor, you are a part of all that – a vital part, for the ships and aircraft of the Navy are only as good as the people who operate them"

Nimitz Carrier Strike Group, share your cultures and diversity to share with your 'Boat Family'. It takes all of us to have this conversation. 🇺🇸

SAVE MONEY THIS HOLIDAY SEASON



3 TIPS TO SAVE

BOTTOM LINE UP FRONT:

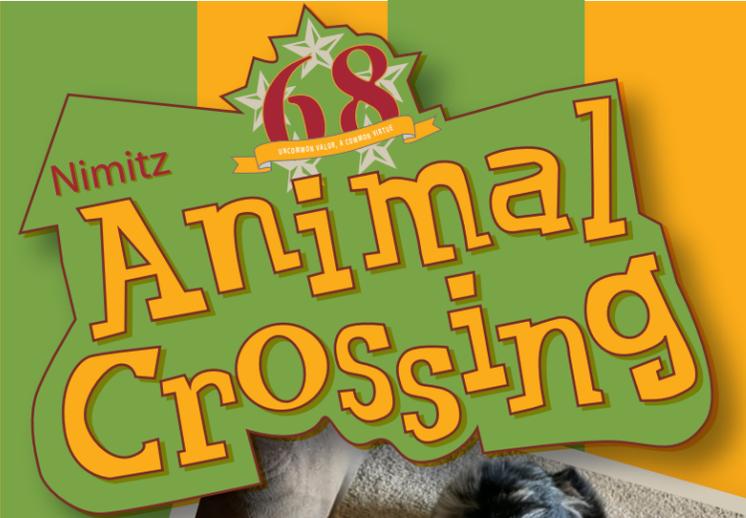
Do not let holiday spending spiral out of control. Keep careful track of everything you spend on gifts, decorations, travel, and meals, so you are aware of how it is all adding up.

It is always better to plan ahead. Last-minute travel is more expensive than booking in advance. Shop early for sales, as hot-ticket items often peak in price or are sold out right before the holidays.

1. **START A BUDGET & SET A SAVINGS ROUTINE**

2. **SHOP BLACK FRIDAY & CYBER MONDAY DEALS**

3. **GET CRAFTY WITH HOMEMADE GIFTS**



Theo
MR2 (SW) Amber Brunson

Breed: Mini Aussie

Age: One Year

Likes: Begging for food

Dislikes: New things

Favorite Toy: Stuffed Raccoon



CHAP'S CORNER: ANYONE MISSING AN EAR?

Johnny Cash sings my second favorite line of any song. "...I hit him hard right between the eyes, he went down, but to my surprise, he come up with a knife a cut off a piece of my ear." The song is called *A Boy Named Sue*.

I'm not exactly sure why that line sticks with me. Perhaps because in my religious tradition there is a story of Saint Peter cutting off a man's ear. That man's name was Malchus. Vincent Van Gogh, the painter, cut off his own ear. I stood in the garden of the courtyard of the hospital in Arles, France where Van Gogh stayed to recover after that incident. He painted that courtyard. It's very pretty.

Malchus, Van Gogh, and Sue. Three men who share one thing in common. They lost a piece of, or all of, an ear. Sue lost his at the hands of his own father. Malchus lost his at the hands of a stranger. Van Gogh lost his by his own hand.

Maybe we can say that their injuries were caused by forces beyond their control. For Malchus, it was an external fight. For Van Gogh, it was an internal one. For Sue, it was his own family (I know, Sue isn't a real person, but stay with me here).

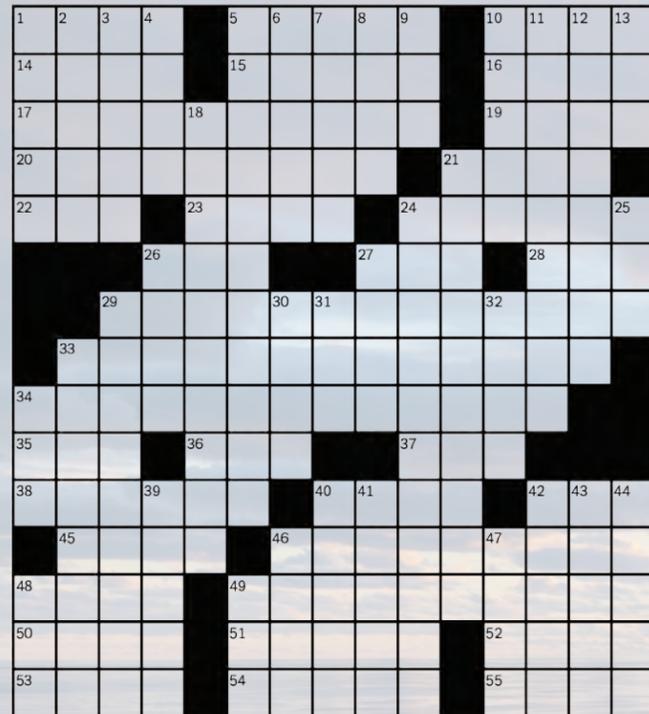
Viktor Frankl was an Austrian psychiatrist and a survivor of the Holocaust. He experienced first-hand the depths of evil and pain that one person can inflict on another. His acclaimed book, *Man's Search for Meaning*, is absolutely remarkable. Frankl said, "Everything can be taken from a man but one thing: the last of the human freedoms – to choose one's attitude in any given set of circumstances, to choose one's own way."

Van Gogh could have painted a million different things at that hospital while he was recovering. He could have painted scenes of fear or hurt or anger or confusion. All would have been valid expressions of his experience. Maybe he did. I hope he did. Those are important feelings to express. But what we do know, however, is that though he was confined to the boundaries of the hospital and still in pain, even in that place he simply stood outside and chose to paint the beauty of that garden in the courtyard.

The "Serenity Prayer" can be very helpful in times like this. It goes like this: "God grant me the serenity to accept the things I cannot change, the courage to change the things I can, and the wisdom to know the difference."

We cannot always change our circumstances, or the injuries that have been inflicted on us. Sometimes, too, full recovery seems too far away or out of reach. Take one step at a time. Search for the garden in the courtyard where you are now, and start there. Do not let anyone steal away the last of the human freedoms – to choose your attitude. Choose well. Choose hope. Choose life. If you need it, choose help.

-Chaplain Tim Miller, LCDR, USN



ACROSS

10/21/22

- 1 Company that acquired Skype in 2005
- 5 Help out with Thanksgiving dinner, in a way
- 10 ___ bowling
- 14 OK
- 15 Pirouetting, say
- 16 Head light?
- 17 Act casual
- 19 The Solomon's lily's smell of rotting fruit, to flies
- 20 "The other one!"
- 21 Hayride seat
- 22 Today preceder
- 23 What aspirin can prevent
- 24 Posture that might be hard to maintain
- 26 Boo
- 27 Manhattan purveyor
- 28 Load
- 29 "Hold up ..."
- 33 "Don't move!"
- 34 Make dough from scratch?
- 35 "So what?"
- 36 One-eighty
- 37 Didn't stay put, as mascara
- 38 What an investor hopes for
- 40 Necklace bit
- 45 Stable youth?
- 46 Orchestrated performances?
- 48 It's shortest at the Equator
- 49 Buzzes while buzzed?
- 50 Sclera neighbor
- 51 Where it's at
- 52 "Folded," in French
- 53 Comes together
- 54 Updated, as a kitchen
- 55 Sizes up
- 6 Dried chili
- 7 Weaselly animal
- 8 [Go! The light turned!]
- 9 Unadon ingredient
- 10 Mauve relative
- 11 Excessively admiring
- 12 "That's all. Goodbye"
- 13 When repeated, a 2010s dance move
- 18 "Might as well try"
- 21 Uncapped?
- 24 Accelerated, in a way
- 25 Destination
- 26 Angler's supply
- 27 Currency whose symbol is a B with a vertical line through it
- 29 Item often seen in home bathrooms, but rarely in public ones
- 30 Sebaceous
- 31 Many a promoter of human rights or voting rights, for short
- 32 Large Hadron Collider org.
- 33 Place to store some barrels
- 34 Word with horse or hero
- 39 They parallel radiuses
- 40 In book form
- 41 World-weary feeling
- 42 Where the piano was invented
- 43 "For real!"
- 44 Jacks are male ones
- 46 Native Canadian
- 47 Red, maybe
- 48 Vibed with
- 49 Feature of some TVs, for short

DOWN

Quick Notes

DOD SkillBridge

The DoD SkillBridge initiative connects civilian businesses and companies with available training or internship opportunities that offer a high probability of employment with Sailors who are separating. These services are to be provided at little or no cost to the Sailor. Those who meet certain qualifications, with command approval, can participate in civilian job and employment skills training, including apprenticeships and internships, up to six months prior to separation.

To learn more about the program and eligibility requirements please visit: www.dodskillbridge.com

MyNavy UNIFORMS App 2022

The updated MyNavy UNIFORMS app is now available. The app offers NAVADMINs, policy updates, FAQs, and illustrations on Navy Uniforms from various Department of the Navy sources, organizing it into one simple, searchable app.

The app features a gallery of helpful uniform instructions that provide illustrations and images of proper wear and care of all uniforms including basic, prescribed, and optional authorized components and accouterments.

Download the MyNavy UNIFORMS app at applocker.navy.mil

Shot-Ex

The annual flu vaccination will be available to ship's company personnel starting 25-27 of October.

ISOPREP

All deploying personnel will be required to complete ISOPREP data prior to deployment. Please check your IMR status online or visit medical dept. OUTSIDE of posted sick call hours.



Find Chester!

Ready for an adventure? Can you find Fleet Adm. Chester Nimitz hidden in this magazine?

The ENGINEERING ESWS



Connect

#1
Nimitz has 26 potable water tanks:
11 fwd/15 aft.
Holds about 485,000 gallons of water.

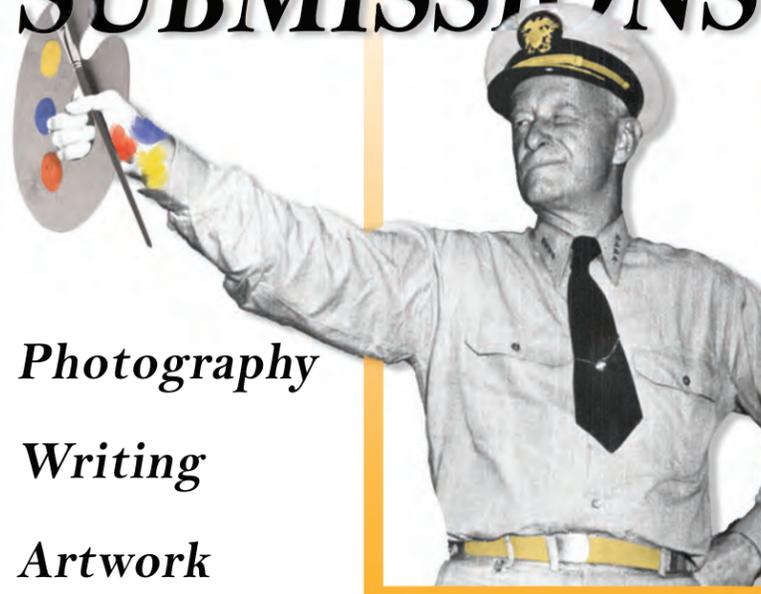
#2
Nimitz has 4 freshwater pumps:
2 fwd/2 aft.
Supplies 315 gallons of water per minute at 110 psi.

#3
Potable water risers: 2 fwd sponsons/2 aft sponsons.
Used to take potable water hoses from tenders and/or shore facilities.

#4
There are five CHT tanks on Nimitz.
3 fwd, 1 amidships, and 1 aft.

#5
Three modes of operation for the CHT system.
The three modes of operation are in port, transit, and at-sea.

MEDIA SUBMISSIONS



- Photography
- Writing
- Artwork

SEND US YOUR SUBMISSIONS!

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Fun Boss
J-Dial 6678

MWR Ticket/Gear Window
2-148-2-Q

UNDERWAY DAYS:
0830-1400 & 1500-1900

UNDERWAY NIGHTS:
2000-0000 & 0300-0700

October MWR Events

23 October
Cigar Social

24 October
Shuffleboard Gift Card Challenge

25 October
Trivia Night

26 October
Texas Hold Em'

TICKETS

FOR SALE
OCTOBER 30TH
AT 1300
\$75 EA.

MWR TICKET WINDOW (2-148-1-Q)

27 October
UNO / Spades Night

28 October
Video Game Fight Night

29 October
Magic / D&D / Card Game / Board Game Night

CATCH
YOU LATER!

