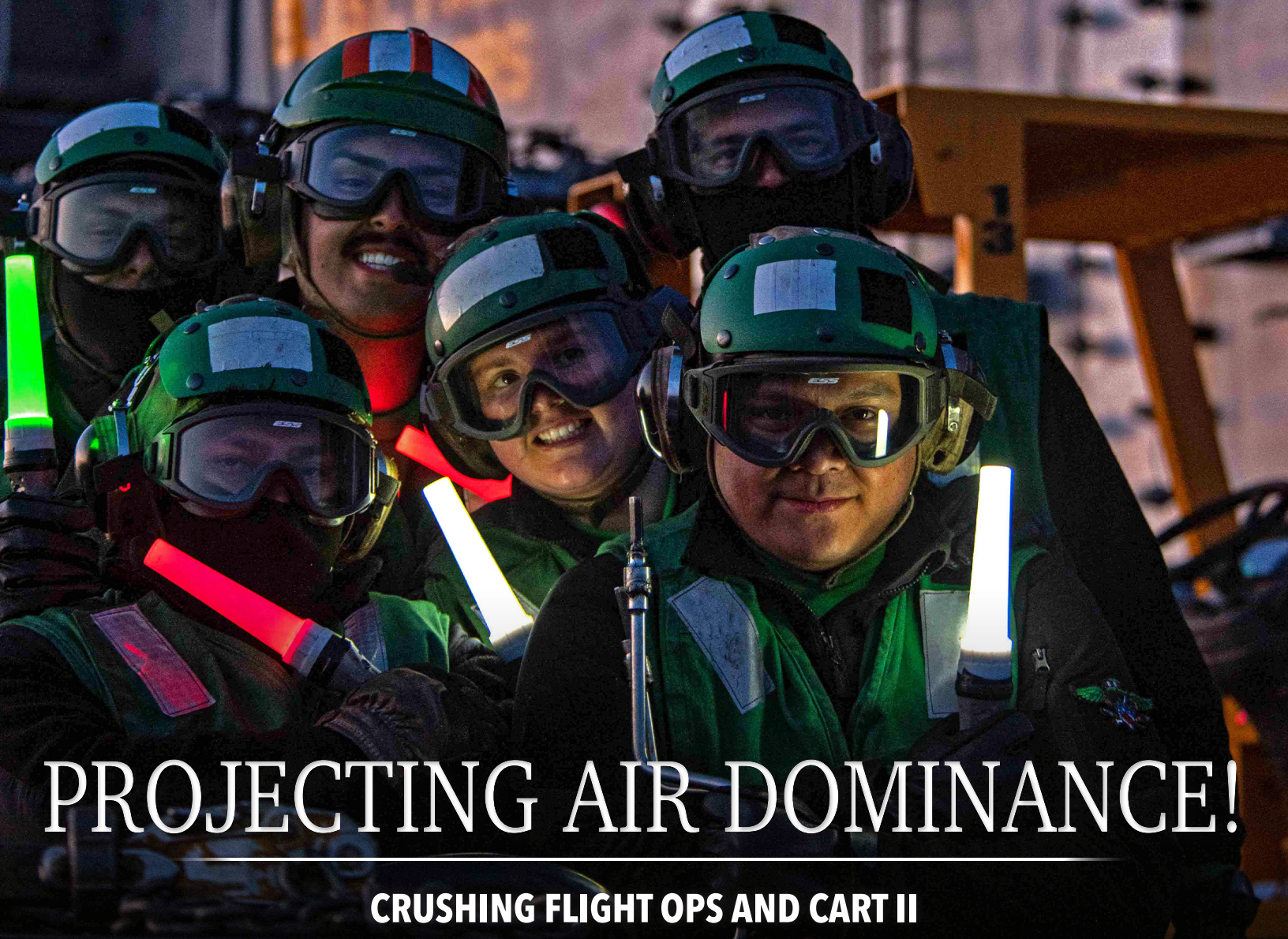


USS THEODORE ROOSEVELT ROUGH RIDER

MAY 1, 2023



PROJECTING AIR DOMINANCE!

CRUSHING FLIGHT OPS AND CART II

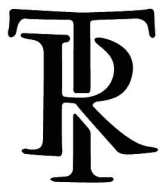
CHIEFS BIRTHDAY
CELEBRATING THE
HISTORY OF CHIEFS

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WHO ARE THE SKITTLES?
THE MEANING BEHIND THE JERSEY

|

LAUNDRY INSTRUCTIONS
RULES AND GUIDELINES FOR
WASHING CLOTHES ONBOARD



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Photo by MC3 Eduardo Torres

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TR TAKES FLIGHT

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WHO WEARS THE JERSEYS

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BREAK A SWEAT

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STAFF

COMMANDING OFFICER

CAPT Brian Schrum

EXECUTIVE OFFICER

CAPT Eric Thompson

COMMAND MASTER CHIEF

CMDCM Oneil Lewis

PUBLIC AFFAIRS OFFICER

LCDR Benjamin Anderson

ASSISTANT PUBLIC AFFAIRS OFFICER

ENS Jacqueline Cruz

SENIOR EDITORS

MCCS Michael McNabb

MCC Kyle Steckler

MC1 Kyle Hafer

MC1 Christopher Williamson

EDITORS

MC2 Christopher Crawford

ROUGH RIDER CONTRIBUTORS

MC2 Andrew Benvie

MCSN Robert Hicks

MC2 Juan Ruiz

MCSN Ryan Holloway

MC2 Demetrius Williams

MCSN Chase McClintock

MC3 Caleb Foote

MCSN Adina Phebus

MC3 Jahred Johnson

MCSN Samuel Vasquez

MC3 Ismael Martinez

MCSN Ikia Walker

MC3 Eduardo Torres

MCSA Richard Tinker

MCSN Jady Beavers

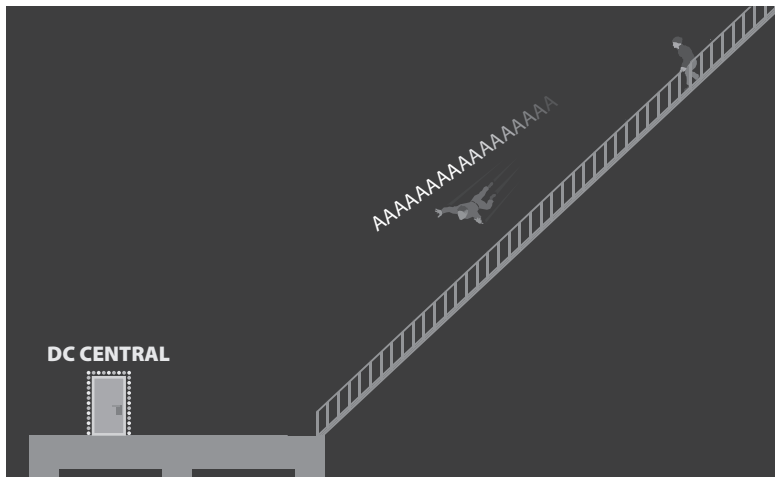
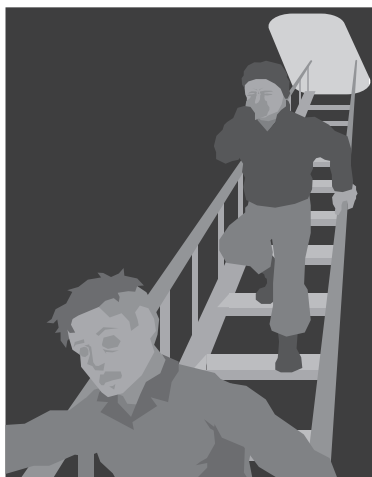
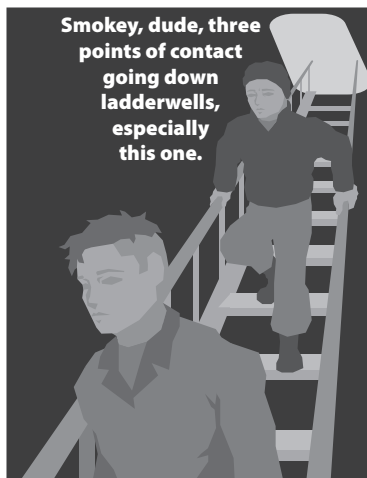
COMMAND OMBUDSMAN

cvn71ombudsman@gmail.com

QUESTIONS FOR THE CO?

ask.co@cvn71.navy.mil

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BM3 DANIELA NIÑO

BOATSWAIN'S MATE

HOMETOWN?
DENTON, TEXAS.

WHAT IS YOUR BEST MEMORY IN THE NAVY?
PAINTING THE SIDE OF THE SHIP AND WATCHING THE HUGE SHIP FLIP ON IT'S SIDE SPLASHING WATER EVERYWHERE

WHO KNOWS YOU BEST?
BMSN HORTZ AND SN YARBER.

WHAT IS YOUR FAVORITE PART OF BEING A SAILOR?
BEING ABLE TO SAY I'M IN THE MILITARY AND PROUD TO SERVE.

WHAT ARE SOME OF YOUR GOALS ON THIS TOUR?
TRYING DIFFERENT FOODS, EXPERIENCING THE NEW CULTURES AND TRAVELING WITH MY FRIENDS.

WHO DO YOU LOOK UP TO?
BM3 CAROL, THE MEMORY OF HIM MOTIVATES ME TO GET THROUGH DIFFICULT TIMES.

FAVORITE THING TO DO WITH YOUR FREE TIME?
PLAYING VIOLIN AND READING.



PS2 KRISTOFFERSON PAREJA

PERSONNEL SPECIALIST

HOMETOWN?
DEDEDO, GUAM.

WHAT IS YOUR BEST MEMORY IN THE NAVY?
DRIVING THE SHIP AS THE HELMSMAN AT MY PREVIOUS COMMAND.

WHO KNOWS YOU BEST?
MY MOTHER.

WHAT IS YOUR FAVORITE PART OF BEING A SAILOR?
SERVING MY COUNTRY, AND DOING MY JOB TO HELP OTHER SAILORS.

WHAT ARE SOME OF YOUR GOALS ON THIS TOUR?
TO MAKE FIRST CLASS.

WHO DO YOU LOOK UP TO?
PSC MACARAEG, HER STORY AND HER DRIVE INSPIRE ME.

FAVORITE THING TO DO WITH YOUR FREE TIME?
BINGING NETFLIX, STUDYING AND EXPLORING NEW ATTRACTIONS.

THIS MONTH IN REVIEW



1. An F/A-18E Super Hornet, assigned to the "Vigilantes" of Strike Fighter Squadron (VFA) 151, launches from the flight deck. Photo by MC3 Eduardo A. Torres.

2. Lt. Justin Odette, from Tyler, Texas, performs oral surgery in the operating theater.. Photo by MC2 Alexander Panaro.

3. U.S. Sailors inspect an F/A-18E Super Hornet, assigned to the "Vigilantes" of Strike Fighter Squadron (VFA) 151, from the flight deck. Photo by MC3 Eduardo A. Torres.

4. U.S Sailors capture photo and video during a VIPER drill. Photo by MC3 Eduardo A. Torres.

5. U.S. Navy Capt. Brian Schrum, the ship's commanding officer, addresses the crew in the hangar bay during an all hands call. Photo by MC3 Andrew Benvie.

6. U.S. Sailors simulate extinguishing a fire during a damage control drill in the hangar bay. Photo by MC3 Eduardo A. Torres.

7. MA2 Jayson Santiago, from Puerto Rico, donates blood in the mess decks during a blood drive. Photo by MC3 Winton Ban.



5



6



7

4

Chief Petty Officer: 130 Years of Impact

Story by MC3 Kresent Peters

U.S. Sailors around the Fleet celebrated the 130th birthday of the Navy chief petty officer April 1, 2023.

Established in 1893, the rank of chief petty officer was created to fill the need for a different kind of leadership and subject matter expertise.

Command Master Chief Oneil Lewis, command master chief (CMC) of the Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71), has been serving in the Navy for 24 years, six of those as a CMC. He said that being a chief is not just about being good at your job, it's also about being able to have a keen sense of what Sailors need.

"Leadership is a full-contact sport," said Lewis. "You don't get to pick and choose when you make contact, but you have to be prepared to engage at every opportunity, and that opportunity might not be convenient. Sometimes, I walk by a Sailor, and ask a question. Just by their demeanor, I know I need to drop anchor for a second, have a conversation, see what's going on and ask how I can help. I might miss a meeting, and that's okay."

Each chief petty officer has their own reasons for deciding to pursue their anchors. Chief Religious Programs Specialist Victor Montoya, departmental leading chief petty officer of Theodore Roosevelt's Command Religious Ministries department, said his desire stemmed from his work as a religious program specialist and Navy leader.

"I wanted to make chief to have an impact on others," said Montoya. "To be a chief, you have to be able to listen, be approachable and teach by example. Treating your Sailors like they are people is the most important part."

Lewis expounded on the idea of impacting Sailors, remarking that senior leaders must be cautious about forgetting what it was like to be a junior Sailor.

"The impact that people have on others and how they can contribute to a better Navy and a better life for Sailors must be remembered by leaders," said Lewis. "Sometimes, as you start getting more senior in rank, you forget about where you came from and forget about the junior



Sailors, that at one point you were them looking up to someone. They helped you out, and now it's your turn. You have to pay it forward."

Junior Sailors sometimes feel powerless, said Lewis. Chiefs can use the power and influence they have to not just help those around them but also to cultivate a sense of power and confidence in their Sailors.

The rank of chief originally encompassed nine ratings, or occupational specialties: master-at-arms, boatswain's mate, quartermaster, gunner's mate, machinist, carpenter's mate, yeoman, apothecary, and band master. In 1893, when the Navy made its first chiefs, all petty officers first class who had been at that paygrade since 1885 were automatically promoted to chief.

Today, petty officers first class who are selected to become chiefs participate in a six-week long initiation that is used as a tool to make them more effective leaders. Montoya said one of the biggest differences between the two paygrades stems from the widely-used saying "Ask the Chief."

"The most challenging part of becoming a Chief is that people expect you to know everything," said Montoya. "But rather than just giving my Sailors the answers, I try to sit down with them and help them find the answer. I want to teach them to fish instead of handing them a fish."

In his 2023 CPO Birthday Message to the Fleet, Master Chief Petty Officer of the Navy James Honea said that the chief birthday is not about being privileged, but having the privilege to serve in the capacity of a chief and uphold the responsibilities of leading, mentoring and developing Sailors.

Honea ended his message by recognizing the people that make the mission of the chief achievable: Sailors and their families.

"Without the support of our Sailors, Shipmates, friends, and family we would not be able to carry out this privilege of service,"



wrote Honea. "This day is just as much for them as it is for us. As we celebrate our Navy Chief Petty Officer birthday on April 1st, take today to say thank you to those that support you and sacrifice their time so that you can keep our Navy and our Nation a decisive combat power."





TR Takes Flight!

Story by: MC3 Andrew Benvie
Photos by: MCSA Richard Tinker,
MC3 Winton Ban & MC3 Edwardo Torres
Layout by: MCSN Ismael Martinez



PACIFIC OCEAN – The Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71) earned its flight deck certification while underway, April 2-5, 2023.

The ship welcomed from several including squadrons the "Black Aces" of Strike Fighter Squadron (VFA) 41, the "Tophatters" of VFA-14, the "Rough Raiders" of VFA-125, the "Vigilantes" of VFA-151, and the "Eightballers" of Helicopter Sea Combat Squadron (HSC) 8.

"In order for TR to get flight deck certified, we need to make sure all of our equipment is working the way it should so we can launch and receive aircraft," said Aviation Boatswain's Mate (Handling) 1st class Anthony Kirby, from Charlotte, N.C. "We run tests as many times as we need to make sure each part of the flight deck, like the catapult, catching gear, and our radar is working the way it should."

The ship and aircraft performed a variety of drills day and night which included over:

175 CATCHES & 170 LAUNCHES OF AIRCRAFT

The process involved over 400 Sailors assigned to the ship's air department and supporting squadrons.



"It's huge; not only for the Navy, but also for the United States to have us fully operable again," said Kirby. "We've been training and working for almost two years to get the ship back on the water and it's really important for our country that we get back out there."

This is the first time the ship has performed flight operations in nearly two years making this underway critical to ensure the ship, as well as the crew, are fully certified to meet fleet requirements.



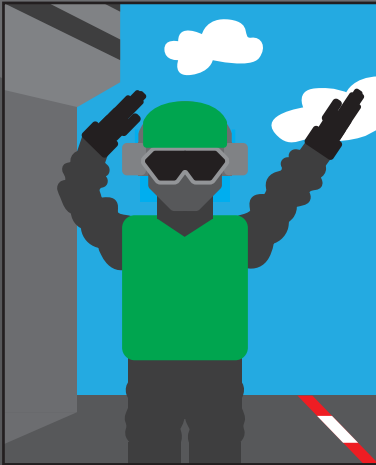
For more news and from the USS Theodore Roosevelt (CVN 71), visit: <http://www.navy.mil/local/cvn71/>

Join the conversation with TR online at: www.facebook.com/USSTheodoreRoosevelt www.twitter.com/TheRealCVN71



MEET THE SKITTLES

Illustrations and Layout by MCSN Martinez



GREEN

Equipment Operators

Green shirts are the meat and potatoes of the flight deck. Arresting gear crew, cargo handling personnel, catapult crew, electrical gas turbine troubleshooters, photographers, hook runners and maintenance crew.



PURPLE

Fuelies

Purple shirts are essential to the takeoff of all aircraft. Without the aviation fuel crew, there would be no one to handle brisk refueling operations and monitor all fuel on board for the jets and aircraft. They are also known as "Grapes."



RED

Crash and Salvage

Red shirts are key to handling emergency situations. Salvage crew, explosive ordnance disposal, ordnance and ordnance quality assurance, as well as handling firefighting situations about the flight deck with their Mobile Fire Fighting Vehicle (MFFV).



YELLOW

Handlers

Yellow shirts maintain control about the flight deck. Aircraft handling officers and plane directors keep flight deck crew in safe positions, guide aircraft for landing and takeoff, while also handling guests about the flight decks.



BROWN

Plane Captains

Brown shirts are essential to the care of aircraft. Air wing plane captains and air wing line leading petty officers oversee maintenance of individual aircraft, ensuring the functionality and operability of the aircraft before and after take-off.



WHITE

Safety

White shirts govern overall safety about the flight deck. Jet blast deflector (JBD) safety observer, medical, safety and transfer officers. Although all personnel are responsible for their safety, the white jerseys are in charge of safety.



BLUE

Equipment Handlers

Blue shirts are the main equipment handlers on deck. Aircraft handling crew and chock men, elevator operators, messengers and phone talkers, and tractor drivers. They ensure the flight deck equipment remains coordinated and controlled.

BREAK a SWEAT

The United States military holds a high standard for physical fitness and readiness of its service members, staying prepared for any challenge that may lie ahead. The Physical Readiness Test (PRT) evaluates Sailors on their physical capabilities, and for some can be a daunting event. Staying fit can be difficult and finding guidance to help you stay fit can be just as troublesome, but it doesn't have to be. For those getting into their fitness journey or simply need a brisk reminder, keep these seven important topics in mind.



STRENGTH

Muscles grow from intense usage, breaking apart and growing back with increased mass and density. This means you must utilize a method referred to as "progressive overload", giving yourself enough weight in your repetitions to challenge you while still being able to do the exercise in a safe manner with proper form. Always prioritize proper form over increasing weight. Injuries occur when you let your ego get in the way of your progress.



ENDURANCE

Endurance is the keystone attribute for running, cycling, rowing or any exercise that tests duration of exertion rather than intensity. While strength exercises may be higher weight with lower repetitions, endurance can be built with lower weight and higher repetitions. The only way to improve endurance is to do it more often, and gradually increase your repetitions or sustain your workout for a longer period of time.



HYDRATION

Keeping your body healthy means you need to put the right stuff into it. Our bodies are comprised of around 70% to 85% water, and proper hydration is necessary to promote good blood circulation, muscle growth, reduce fatigue and more. Working out dehydrates you through perspiration and increasing your metabolism. Keep a water bottle for workouts to prevent nausea or falling out.



FATIGUE

Working out exhausts the body and leaves you sore. Give yourself adequate time to recover. Approximately 7 to 9 hours of sleep, and 2 to 3 rest days per week is ideal for the body to recover when it comes to any challenging workout routine. You can also maximize your recovery time by working different areas of muscle while other areas recover. Working core or legs while your arms recover is just one example of this.



NUTRITION

Your progress is firmly cemented in your fuel of choice. Different diets are good for different workout routines, and your recovery time is dependent on your nutrition as well. Avoid saturated fats and sugars while prioritizing leaner sources of protein and nutrients such as chicken breast, turkey, lentils, nuts or greens. Make a good habit of consciously choosing what you put into your system, and cutting out foods that slow your progress.



CONSISTENCY

Rome wasn't built in a day, and neither is a good routine. Stay on top of your schedule to make progress and maintain what you have accomplished. Consistent sleep patterns, workouts and nutrition help you learn how your body functions and how fast or slow it may recover. This allows you to gauge your progress and avoid injuries. Quitting is tempting at first, but is ultimately an insult to the effort you put into yourself.

HEAT DANGER

Working out increases body temperature, which can be hazardous when exercising in hot environments. Your body's ability to cool down may not be adequate for some occasions, remain vigilant for signs of heat stroke in yourself or your peers. Sudden chills, dizziness, shortness of breath and nausea are symptoms to look out for and act upon immediately. Getting yourself or a peer to a shaded area and maintaining proper hydration can potentially prevent disaster.



BERTHING ETIQUETTE



Life in a berthing can be quite a change in lifestyle for those who have not been on a ship before. Besides biding by Navy regulations, here are some tips to make life easier.

Be Respectful:

Respect your shipmate's space, we don't have a lot to begin with.

Be Clean:

Nobody likes a slob, make your bed in the morning and help keep your berthing tidy.

Be Quiet:

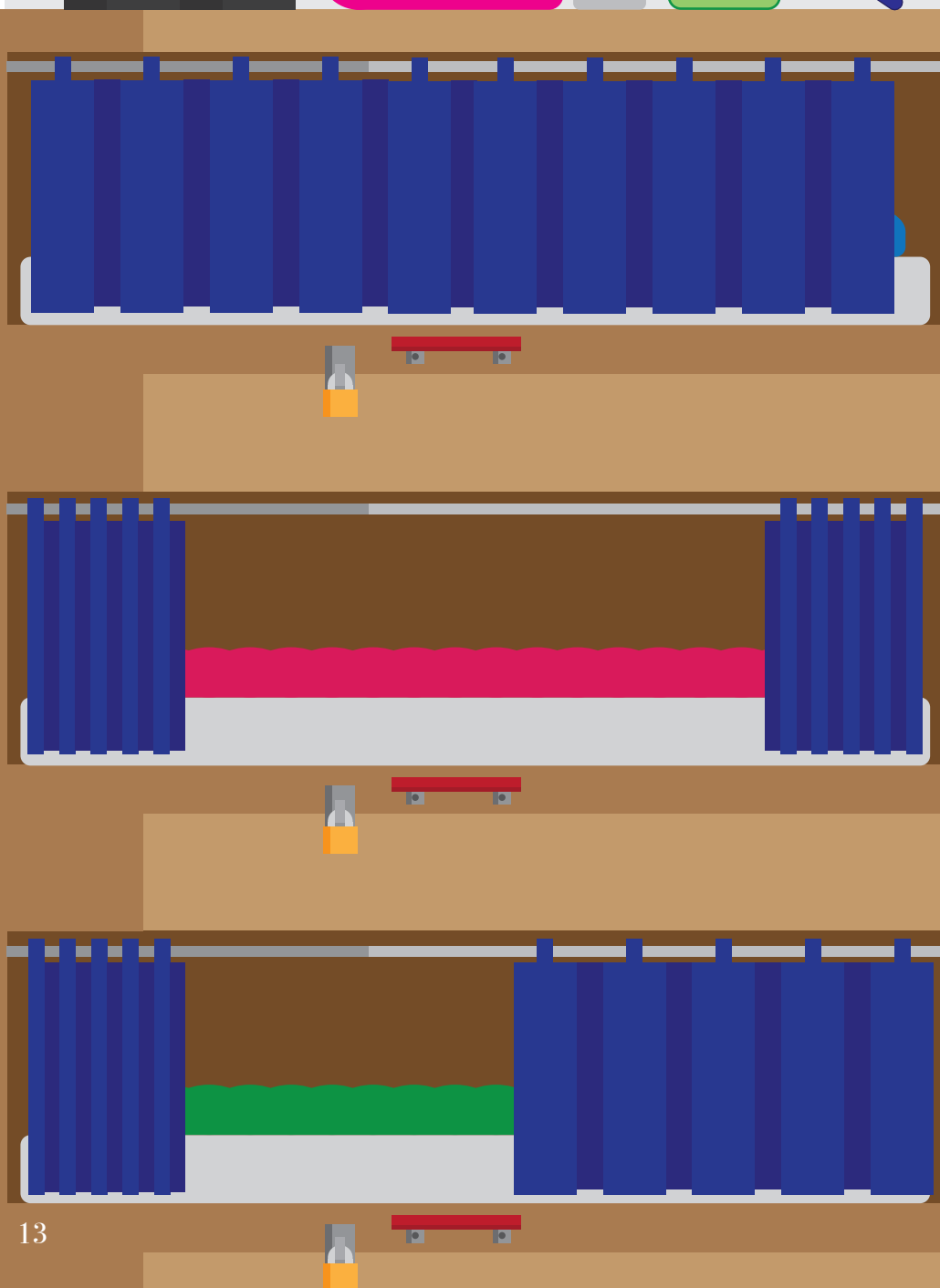
When you enter the berthing be respectful to those who are sleeping. Day sleepers are a thing.

Be Hygienic:

Take regular showers, brush your teeth, do your laundry and throw your nail trimmings in the trash.

Be out the way:

The space between racks gets cramped quick. Be sure to give your shipmates room to move about.

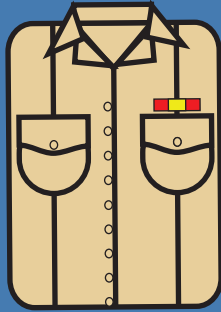


LAUNDRY GUIDELINES

BERTHING
TAC#
J-DIAL

LAUNDRY BAG COLORS:

- ***BLUE/WHITE**: E6 & BELLOW
- ***YELLOW**: E7-E8
- ***GREEN**: OFFICERS CWO2-3, 01-04
- ***RED**: HODs, E9 AND O5 & ABOVE



GUIDELINES FOR KHAKIS AND OFFICERS

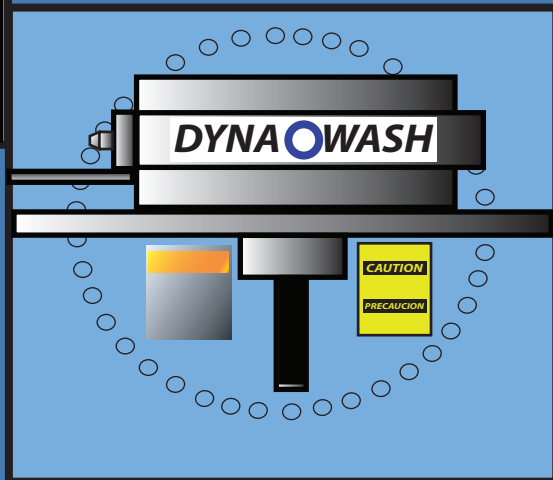
-**ALL UNIFORM ITEMS MUST BE LABELED WITH FIRST/LAST NAME** & TURNED IN ON A HANGER WITH LAUNDRY NAVSUP 233

-UNIFORM ITEMS WILL BE PICKED UP IN DESIGNATED LINEN LOCKERS FOR OFFICERS AND IN THE BERTHING FOR ALL KHAKIS

- CIVILIAN CLOTHING IS THE RESPONSIBILITY OF EACH CREW MEMBER.
PLEASE UTILIZE THE SHIP'S SELF-SERVICE LAUNDRY FOR NON-UNIFORM ITEMS



KNIT BAGS WILL ONLY BE ACCEPTED IN BULK LAUNDRY BAGS **NO MORE THAN 50LBS NO LESS THAN 20LBS**. AS BPO PLEASE VERIFY ALL KNIT BAGS ONLY CONSIST OF NAVY PT GEAR, UNDER-GARMENTS, SOCKS AND UNDERSHIRTS



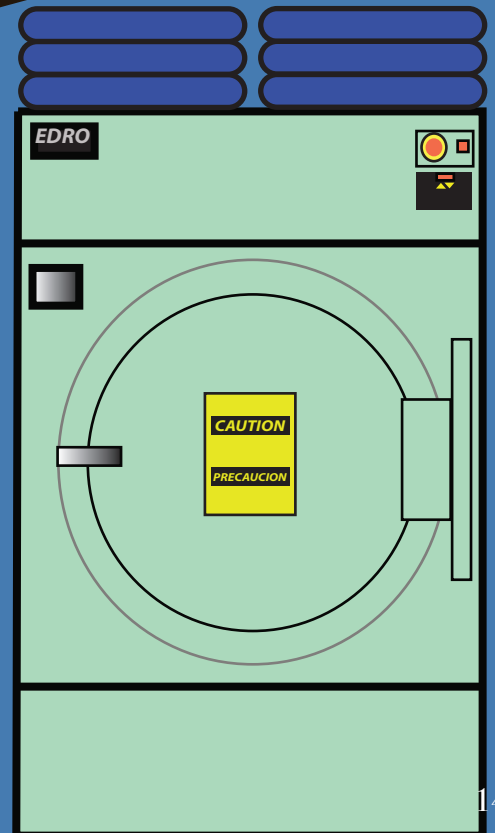
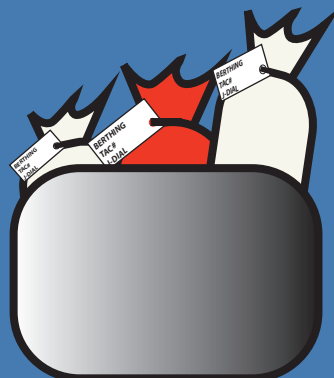
-ALL LAUNDRY BAGS MUST BE STENCILED IN PERMANENT MARKER WITH:

- **FIRST/LAST NAME**
- **STATEROOM TAC NUMBER**

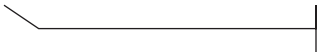


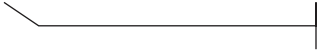


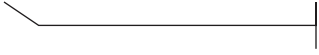








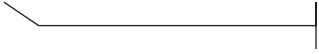


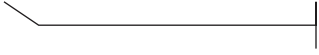





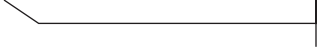

BULK ENLISTED LAUNDRY
COLORED KNIT BAGS: **BLUE** OR **WHITE** ONLY
BULK LAUNDRY BAGS MUST BE LABELED:
-**WITH BERTHING NAME**
-**TAC NUMBER**
-**J-DIAL**

FOR MORE INFORMATION:

J-DIAL:
5546
COMPARTMENT:
3-235-0-Q



MEET THE SQUADRONS

		/FOD 1145		FOD 1900\	
SQUADRON		0600	1300	1600	1830
VFA-154 BLACK KNIGHTS F/A-18F 100	A			The Black Knights are a strike fighter squadron determined to promote excellence through decisive operations with the end goal of defeating any enemy. The Black Knights are eager to deploy in 2024 with USS Theodore Roosevelt.	
VFA-211 FIGHTING CHECKMATES F/A-18F 200	B			The Fighting Checkmates are a Super Hornet squadron staying loyal to the F/A-18E's original purpose: traditional air superiority, fighter escort, reconnaissance, close air support, day and night precision strike, and more. The Fighting Checkmates find themselves attached to TR during our next deployment as a valuable asset in our mission: The Source of Deterrence.	
VFA-34 BLUE BLASTERS F/A-18F 300	C			The Blue Blasters have a long history of tradition in their colors, and throughout their history, the squadron has been through eight different types of aircraft and aboard 27 aircraft carriers, bringing their 'Joker' mentality with them, wherever they fly. The men and women of the Blue Blasters stand by for our Nation's call to arms.	
VFA-25 FIST OF THE FLEET F/A-18F 400	D			The Fist of the Fleet keeps true to its name as a formidable fighting force. The Fist is a veteran command across all of aviation, born as a Torpedo Squadron in World War II flying with attack bombers aboard the deck of the famous USS Hornet.	
VAQ-137 ROOKS EA-18G 500	E			The Rooks are a highly decorated squadron, with dozens of awards and medals, making them one of the most decorated VAQ squadron to grace the deck of USS Theodore Roosevelt. The Rooks have been awarded the prestigious Admiral Arthur W. Radford Award for the highest achievement in electronic warfare among all VAQ Squadrons, not one, not twice, but five times.	
VAW-115 LIBERTY BELLS E-2C 600	F			The Liberty Bells are the definition of prepared, requalifying ten pilots with over 60 hours of fly time, completing 29 sorties, and had 56 successful landings all over the course of five fly days back in May. Shortly after, the Liberty Bells began to blaze new trails, orchestrating a new method of ground refueling, that could pave the way for future modifications to the Hawkeye.	
HSC-8 EIGHTBALLS MH-60H 610	G			The Eightballers are a versatile, dependable, and invaluable asset to the United States and it's Navy. The squadron focuses heavily on six mission areas: maritime and overland strike, search and rescue, personnel recovery, Naval special warfare, anti-surface warfare, and logistics, making them crucial to TR's operational capabilities and missions.	
HSM-75 WOLF PACK MH-60R 700	H			The Wolf Pack is an MH-60R squadron with another broad span of skills and capacities. The Wolf Pack specialize in four areas, recovery, assist, secure, and traverse. The aircraft they fly are designed to provide command control and communication, anti-submarine warfare, mobility, and electronic warfare, making it yet another jack of all trades for TR's arsenal.	
VRM-30 TITANS MV-22 100	I			The Titans are the U.S. Navy's first CMV-22B squadron. the Titans were established to begin transitioning from the famed C-2A Greyhound to the CMV-22B, the Navy's version of the V-22 Osprey. The Osprey is a significant upgrade to the exceptional Greyhound, which makes the Titans the first of the best, and we are glad to have them at TR's aid.	