

SURVEYOR

A man with a shaved head, wearing a green military flight suit, stands in a control room. He has his arms crossed and is looking slightly to the right. The flight suit features several patches: a circular patch on the left chest, a name patch that reads "USS GEORGE WASHINGTON", a pilot's wings patch, and a name patch that reads "ATCHES". On the right chest, there is a name patch that reads "EXECUTIVE OFFICER" and a small American flag patch on the right sleeve. He is wearing a black watch on his left wrist. The background shows various pieces of electronic equipment and cables.

**MEET
BIG XO**

Training Team Deep Dive

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Welcome aboard Big XO!
From submarines to fighter jets.



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Behind The Camera
“Away the VIPER team, away!”



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MAV-2
All systems go!



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A MESSAGE FROM THE CO



“Being onboard with you on this ship has been the greatest gift of my professional career. To our team, thank you, I love you, I respect you, I admire you. I am so grateful and thankful that I get to serve alongside you and call you my shipmate. I’m so proud of you and blessed to stand alongside you as a GW Warfighter.

**As always,
DAMN PROUD TO BE YOUR SHIPMATE!
CAPTAIN OUT.”**

MEET “BIG XO”

PHOTOGRAPH: MC3 WADELON G. PRESLEY





FROM SUBMARINES TO FIGHTER JETS

STORY: MC2 (SS) BRUCE T. MORGAN, MC3 WADELON G. PRESLEY

Capt. Jason Tarrant, executive officer (XO) of Nimitz-class aircraft carrier USS George Washington (CVN 73), follows a lineage of military service members.

Tarrant moved between Biloxi, Mississippi and New Orleans and spent most of his life on the gulf coast because his father was in the Air Force. Tarrant said he felt the call to join the military right out of high school.

“With a history of military service in my family, it was almost an expectation,” said Tarrant. “I felt a sense of pride and a duty to serve.”

Tarrant brings experience and wisdom into a new chapter in his career on George Washington. He began his career as a nuclear enlisted Sailor on sturgeon-class submarine USS Batfish (SSN 681) before commissioning through the Naval Reserve Officer Training Corps. Throughout his career, Tarrant has flown jets in Afghanistan and Iraq, commanded a strike fighter squadron, and served as XO of Nimitz-class aircraft carrier USS George H.W. Bush (CVN 77). He holds four college degrees, including a Master of Arts in National Security and Strategic Studies with a designator in Irregular Warfare. Tarrant, in his 30th year of service, joins George Washington as the “Big XO.”

“Being the XO and connecting with the crew is an absolute honor,” said Tarrant. “The privilege to lead such a large group of individuals is simply amazing.”

Tarrant is enthusiastic about what is to come for the ship and crew as we head into the next chapter as an operational carrier.





WE ARE NOW ENTERING AN INTEGRATED TRAINING TEAM ENVIRONMENT

PHOTOGRAPH: MC3 WADELON G. PRESLEY

The integrated training team aboard George Washington prepares the crew for Tailored Ships Training Availability/Final Evaluation Problem (TSTA/FEP).



AIR DEPT TRAINING TEAM

STORY: MC3 AUGUST Y. CLAWSON

Air Department Training Team (ADTT) is the primary training team for all air department divisions on George Washington. The team is manned by fully qualified members from all air divisions: V-1, V-2, V-3, V-4, and V-5.

Chief Warrant Officer 2 Michael Bruno Diaz, the air department BOS'N aboard George Washington said each of the divisions have a different area of expertise which properly ensures all the Sailors within their different divisions are properly trained to do their jobs at a high level.

“ADTT strives to create training environments with realistic drill scenarios that are based off past mistakes or real life mishaps, with an emphasis on creating thought provoking scenarios for our Sailors,” said Diaz. “Those scenarios force them to think on the fly during high stress environments which is proven to make the overall team stronger.”

Diaz said it was important to stay ready for actual casualties on the flight deck and hangar bay. Flight deck fires and aircraft mishaps are the most common drill scenarios.

“Training in difficult scenarios gives our team an advantage to be successful during emergencies,” said Diaz. “You don’t have to get ready if you stay ready.”

Diaz said his role has been to establish a mindset that promotes team work, accountability and the relentless execution of the basics which, in turn, brought all of ADTT together to create a team of professionals that work together to execute the flight plan flawlessly.

“We have great leaders in air department with a diverse range of experience and knowledge,” said Diaz.

In late May 2023, George Washington arrived in Naval Station Norfolk and conducted flight deck certification in June. Flight deck certification is an essential milestone that evaluates the carrier’s ability to launch and recover aircraft.

“Taking a severely undermanned and green air department crew out of the shipyards after six years and forming a team from more than 60 air Sailors from other ships has never been done before,” said Diaz.

“We trained and built a team that was able to earn George Washington’s flight deck certification and pass all graded drill sets with an unmatched 99.8%, which sent a message that George Washington is back.”

ADTT is extremely vital to every single air department in our great Navy.

“ADTT is where our leaders come together to form a unified voice and set the tone to implement the warfighter mindset on how the team will conduct themselves from both a training and flight operations

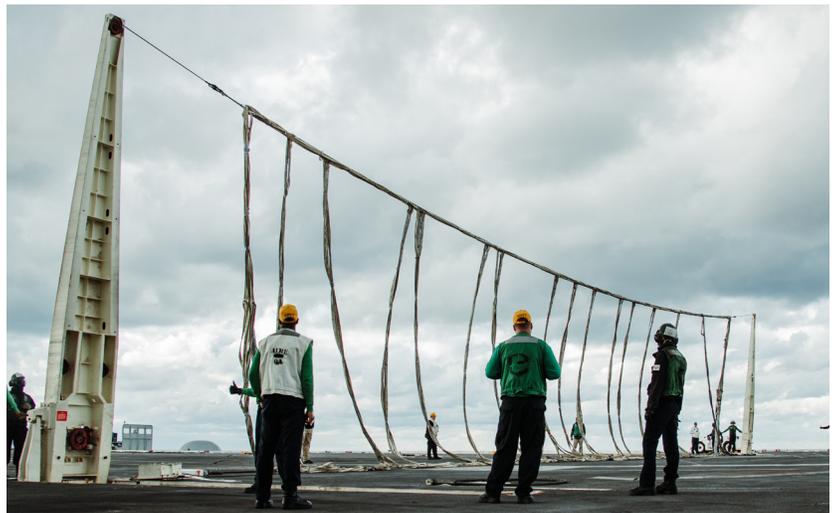
“YOU DON’T HAVE TO GET READY IF YOU STAY READY”



standpoint,” said Diaz. “Setting the tone early during the basic phase establishes the healthy foundation needed to create a unified and cohesive crew that is willing to get better day in and day out.”

Basic phase is a period of training on the road to deployment.

“ADTT sets the tone with motivation, pride, and most importantly, leading by example,” said Diaz. “We live by a simple motto aboard George Washington that perfectly exemplifies air department and ADTT: ‘Feel the deck, be the Deck!’”





ANTI-TERRORISM TRAINING TEAM

STORY: MC2 JOHN T. JARRETT

George Washington successfully completed the Commander, Naval Air Force, (CNAF) Advance Phase, Jan. 8-12.

CNAF Advance phase is an event which certifies and validates George Washington security department's security force's ability to effectively execute Navy tactics, techniques, and procedures utilizing approved pre-planned responses (PPRs) and standard operating procedures (SOPs).

During the assessment multiple drills are ran on the ship and pier to include a simulated active shooter, gate-runner, and small boat intrusion. These drills demonstrate George Washington's security department's ability to respond to threats taking place on the ship or pier, report incidents accordingly, and assess each threat as needed.

CNAF validates the Anti-Terrorism Training Team's (ATTT) ability to sustain plan, brief, excute, debrief (PBED) with the assigned security forces during the drilling process. This phase is critical as it certifies security department's ability to respond to threats and to defend the ship and its crew while at sea and during port visits to foreign nations. This certifies that the ship's security forces can protect personnel aboard.

ATTT creates drill packages for all the possible threats the ship may experience while at sea or in port. Drills ran on the ship and pier include simulated active shooter, gate-runner, small boat intrusion, unauthorized drones, vehicle borne or person borne improvised explosive devices, and protests. These drills demonstrate George Washington's security department's ability to respond to threats taking place on the ship or pier, report incidents accordingly, and assess each threat as needed.

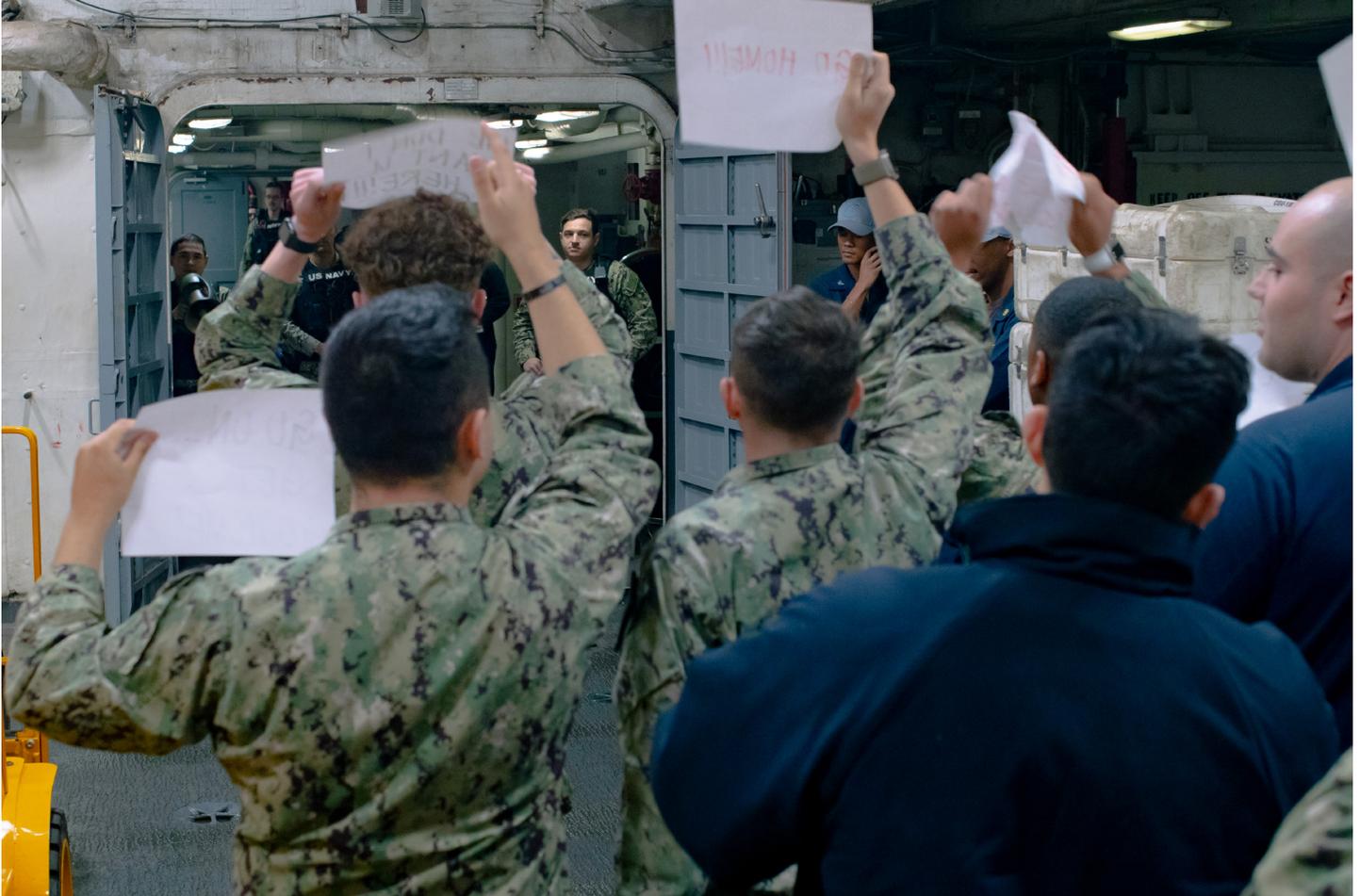
ATTT observe the ship's security force's response

in accordance with the PPRs and SOPs to validate George Wasington's antiterrorism plan and to improve tactics and techniques. Each ATTT team member evaluates either the security reactionary force, the backup force, security dispatch or the sentrys on-post throughout the ship or pier. The training team members give feedback in a group and debrief with the security forces drill team. Following the debrief, they run the scenario to build the security force's teamwork and tactics.

"ATTT efforts exemplified effective training and validation of pre-planned responses," said Master-at-Arms 2nd Class Megan McMenam, ATTT team member. "The security department continuously improves watch standers tactics, techniques, and procedures resulting in the ship's certification. Team work is truly what makes ATTT succeed and have positive outcomes."

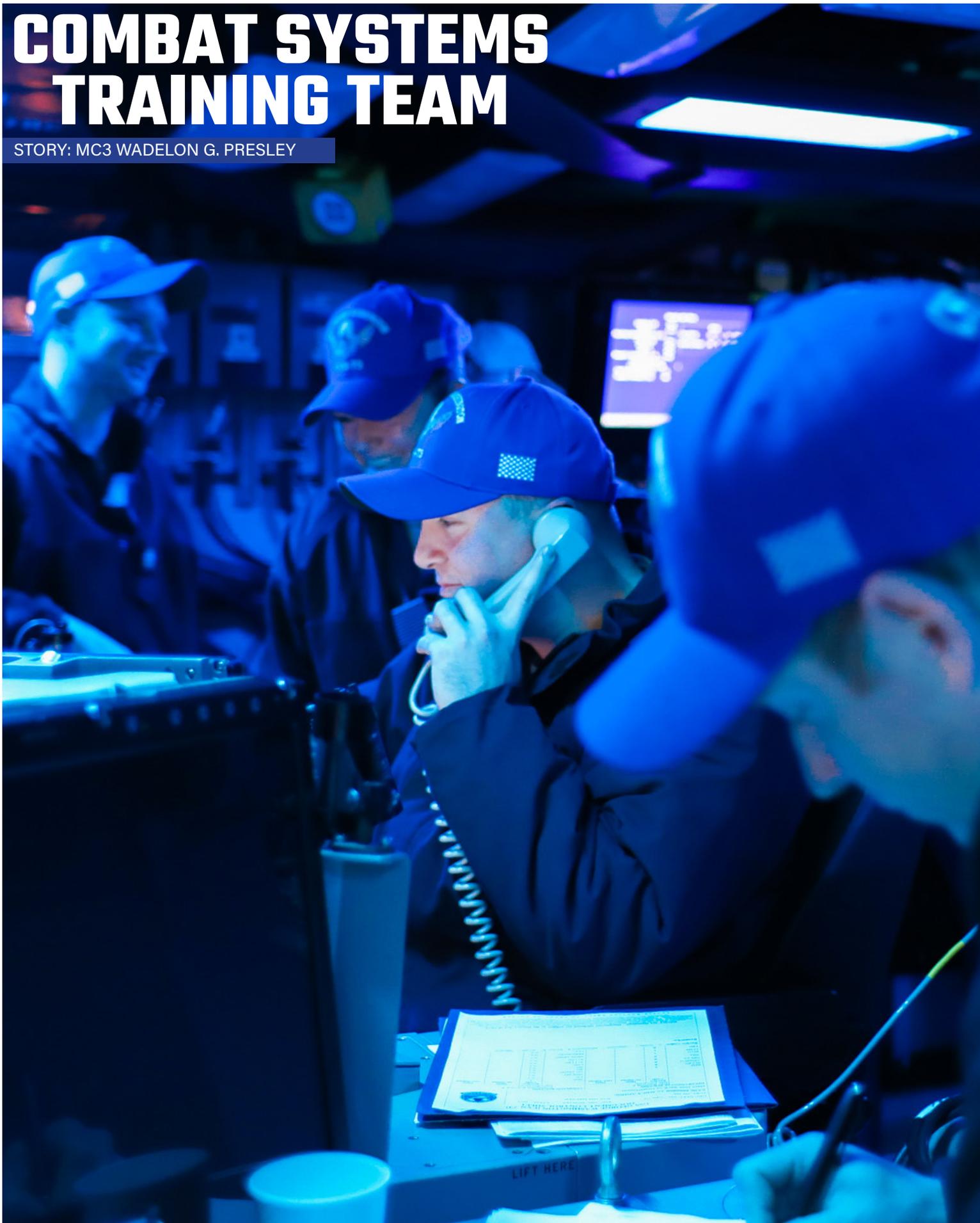
The tactics that security forces utilize may include use of force, restraining and detaining suspects, room clearing, and crowd control. The focus on executing these correctly becomes more important with each advancing certification and evaluation. ATTT will continue to drill Sailors assigned to Navy Security Forces on the ship in preparation for the next and final evaluation, final problem exercise (FPEX). Drills keep Sailors' skills sharp and allow ATTT to internally identify areas where training is necessary in order to effectively combat threats at home and abroad.

"ATTT has given nothing short of perfection at every training opportunity and certification," said Lt j.g. Matthews, anti-terrorism training officer and ATTT Team Lead. "They are an amazing group of Sailors and I am extremely proud of all they have accomplished for our ship and department."



COMBAT SYSTEMS TRAINING TEAM

STORY: MC3 WADELON G. PRESLEY



George Washington's combat systems training teams (CSTT): technical and tactical, are comprised of three departments: combat systems, operations, and intelligence.

Intelligence department's intelligence specialists (IS) assist in every phase of the planning, collection, processing, analysis, and dissemination of intelligence in support of all warfare domains, both ashore and afloat.

"The IS's contribute to CSTT in a few different ways," said Senior Chief Intelligence Specialist (IW/SW/AW) Kristina L. Johnston, from Charlotte, North Carolina. "Through the Ship's Nautical or Otherwise Photographic Interpretation Exploitation (SNOOPIE) team, supplementary plot (SUPPLOT), Multi-Spectral Interpretation (MSI), and Strike Intelligence Analysis (SIAC)."

Operations department contributes by facilitating graph and plot diagrams to visualize the training scenario. They are also responsible for ship systems like Nixie, a device used to counter torpedoes.

"The point of our training is to create muscle memory and a sense of comfort in dealing with high stress and dangerous environments," said Sonar Technician (Surface) 1st Class (SW/AW) Yvena J. Valmond from Miami, assigned to operations department.

From assuring land connectivity to maintaining radars and communications

systems, combat systems department provides a vital role to George Washington, ensuring its ability to complete everyday tasks and continue the mission. They also handle onboard weapon capabilities such as the Close-In Weapon System.

The tactical training team prepares Sailors for real world situations through the accomplishment of tactical scenarios such as training objectives, operational risk management and geopolitical situations.

"We are responsible for everything that supports the computer, command, and control warfare area onboard the ship," said Senior Chief Electronics Technician (SW/AW/IW) Joanna J. Waugh from Loma Rica, California, a CSTT (technical) member, assigned to combat systems department. "This includes radars and navigation equipment that is critical to the ships ability to operate safely at sea."

The technical training team develops scenarios that have been designed for various skill levels and to progressively challenge personnel. Drills varying in technical difficulty are tailored to the teams' skill or experience. For instance, one drill may contain tripped breakers while another may contain faulty power supply components.

"The importance of teamwork within the overall training team is huge because without it we cannot meet our training objectives, which directly effects our ability to defend the ship at sea," said Johnston.





DAMAGE CONTROL TRAINING TEAM

STORY: MC3 JUSTIN B. LAWSON

As George Washington draws closer to taking its place as the nation's only forward deployed aircraft carrier, multiple training teams work to ensure the crew maintains operational readiness. Every Sailor has a different role onboard, but share a critical duty in keeping the ship afloat in case of an emergency. The Damage Control Training Team, or DCTT, (pronounced "dee-set" or "deck-it") is a team of Sailors from all ranks and rates that come together to ensure the crew is properly trained in all things damage control.

From floods to fires it is up to the crew to save the ship while out to sea. Ship Fire Marshal, DCTT Coordinator Lt. Przemyslaw Lesniewicz, and DCTT Assistant Coordinator Master Chief Damage Controlman John Potter know that line of thinking from experience.

"This is a warship that is made to go into battle," said Lesniewicz. "Which makes us vulnerable to take damage. So, we must be able to know what to do when this happens."

Lesniewicz and Potter have worked tirelessly training, qualifying, and planning drills to effectively ensure our crew can handle any situation when necessary. The process has been arduous, but they have made a point to never let up on what matters.

Potter describes countless hours spent aboard training our DCTT members charged with training the personnel that make up George Washington's in-port

"WHEN THAT FLIGHT OR FIGHT MENTALITY KICKS IN: THEY ALWAYS CHOOSE TO FIGHT."

emergency teams and repair lockers. This training is able to effectively mitigate damage to the ship, and keep her in the fight.

DCTT continually trains new Sailors and sets a high standard of what is expected of themselves and the Sailors in the lockers, and they also coordinate with other training teams to build synergy with the different ship-wide emergency response efforts.

"Fire marshal and I constantly qualify new members, and try to maximize their strengths so our teams can meet their full potential," said Potter. "We also work with every team aboard. That way we can work up to doing more realistic drills and reach the standard we need to maximize damage control."



DCTT members provide hands on training, but minimize involvement during drills. This ensures that Sailors practice during a drill, so that damage control response skills can become second nature.

“One day, there may be a casualty and DCTT won’t be there,” said Potter. “I want them to instinctually know what to do.”

Potter said he recalls a moment from his previous command, when a fire broke out pier side that spread onto the ship. Two Sailors were trapped in a smoky room. Instead of going into a panic, they relied on their training. They found self-contained breathing apparatuses, and escaped to safety. Because of their training, they were able to quickly make critical decisions so they could escape a dangerous situation.

“That was all based on the training we’ve done,” said Potter. “To make sure when that flight or fight mentality kicks in: they always choose to fight!”

At the end of the day, that is what DCTT works toward, to train Sailors to make time critical decisions as second nature. It is important to keep our ship in the fight, because while out to sea every Sailor is a firefighter.

ENGINEERING TRAINING TEAM

STORY: MC2 JULIANNA J. LYNCH

Engineering Training Team (ETT) is responsible for emergency steering when bridge steering fails.

The ETT is led by Cmdr. Jamison Burks, from Canton, Mississippi, auxiliary officer aboard George Washington.

“When the Sailors hear the alarm, they quickly jump in to action to get steering back to the bridge and into the hands of ship’s navigation,” said Burks.

To assist Burks with the team, Machinist’s Mate 1st Class (SW) Blaine Davis from Maricopa, Arizona, leads Sailors in drills and actual casualties.

“We are the ones who are training the brand new Sailors that have never been out to sea,” said Davis. “Along every step of the way, they are learning something new.”

Ship safety is paramount to the mission and safety of the crew, especially for a large warship that recovers and launches aircraft and relies on steering into the wind.

“Rules of the road are the international nautical guidelines when it comes to ship safety out to sea,” said Davis. “When the ship loses bridge steering, we are considered ‘not under command’ and



quartermasters have to put up a flag to signal other ships.”

Once the alarm sounds for a steering casualty in aft or port steering, a boatswain’s mate on watch will steer the ship from below deck, and ETT will get to work to identify the source of the problem. The ship has two emergency steering options in the event of a steering loss. The first response in restoring steering is to utilize a trick wheel. When all else fails, the team resorts to using two different types of manual maneuvering of the rotators.

“It’s truly a group effort between the seamanship navigation team and ourselves to get the ship back to a nominal condition,” said Burks. “We do training evaluations that take the ship up until the last emergency steering effort so our Sailors get real world experience.”

With reps and sets, ETT strives to be better than the last drill.

PROPULSION PLANT DRILL TEAM

STORY: MCSN PAUL Z. COSBY



Propulsion Plant Drill Team (PPDT) is responsible for responding to any casualties within six reactor divisions including laboratories, propulsion, electrical, mechanical, auxiliary, and controls.

Lt. Cmdr. VanAnh N. McCormick is overall responsible for training reactor department. Her team of 30 Sailors works around the clock to ensure the safe operation of the plant.

“These Sailors on PPDT are hand selected to train a department of 500 Sailors,” said McCormick. “They are the subject matter experts in their rate and watch station. The amount of work they have to put into training to get to where they are now as a team is astronomical.”

WEAPONS TRAINING TEAM

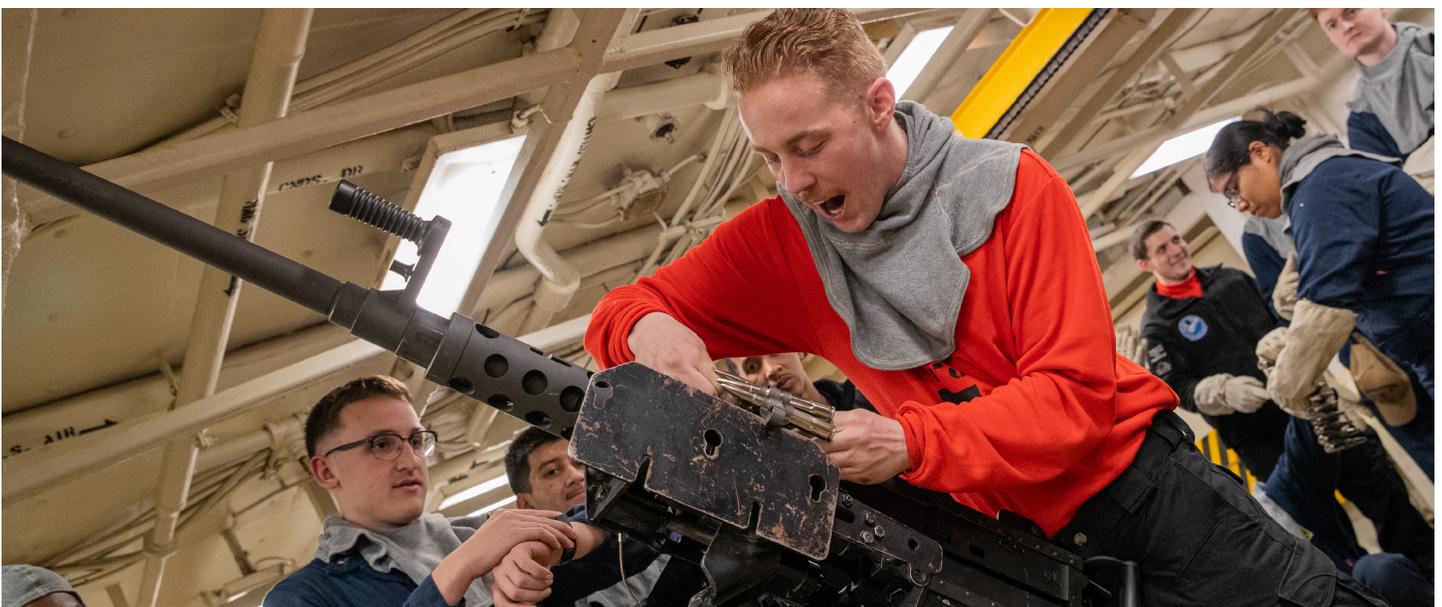
STORY: MCSA GEOFFREY L. OTTINGER

Weapons training team (WTT) aboard George Washington works with rates in the weapons department such as aviation ordnanceman and gunner's mates during general quarters drills to ensure that Sailors are properly trained and prepared for any type of ordnance evolution.

WTT is responsible for conducting exercises that involve transiting ordnance using elevators, constructing and taking apart bombs, inspecting missiles, and demonstrating general knowledge about different types of ordnance. They are also trained in scenarios when things don't go to plan, such as casualties or weapons jamming.

"Working with junior Sailors has challenged me to find different ways to help train them," said Aviation Ordnanceman 1st Class (AW/SW) Jared Harmer. "It makes me think back to when I was a junior Sailor. What did I want to know at that level?"

WTT aboard George Washington has worked diligently in order to be fully operational while at sea. From the first time drills were being conducted until now, WTT members noticed movement in the right direction, and Sailors were able to do what was needed.



MEDICAL TRAINING TEAM

STORY: MC2 JOSHUA C. CABAL

George Washington, has hundreds of different spaces with a capability to hold more than 5,000 people at a time. This comes with unique problems that can happen. One of these problems is a medical emergency.

Medical Training Team (MTT) takes up this challenge to train the crew to respond to any medical related emergency we could face. MTT's primary mission is to train both the medical department and the ship's crew on how to handle medical casualties.

Lt. Michele A. Taylor, from Howard County, Maryland, MTT lead, organizes the team to be able to employ different drills and scenarios. Training Sailors to handle casualties on its own is not an easy task. MTT is constantly having to drill to maintain readiness standards.

"We do drills once a week, and a lot of times we run into Sailors who just got on the ship, which is great," said Taylor. "It gives us the opportunity to train them. But it's a lot of people on the ship and we have a small team. This ends up being one of the bigger challenges: to push the importance of the training across the ship. Due to medical having about 40 people and a crew of 2,700, with the wings 5,000, we are not going to be the first ones to respond when an injury happens," said Taylor. "Having that baseline knowledge of how to respond, who to call away the emergency to, and how to get a first aid kit is what is the most effective."

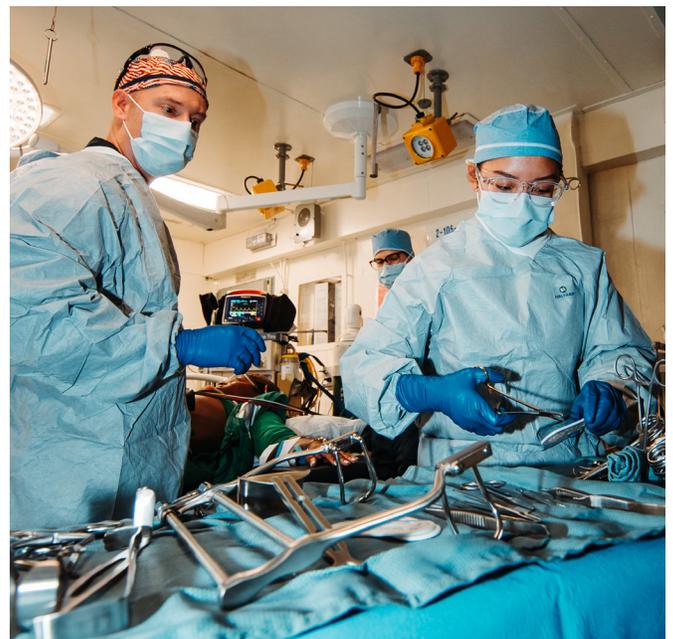
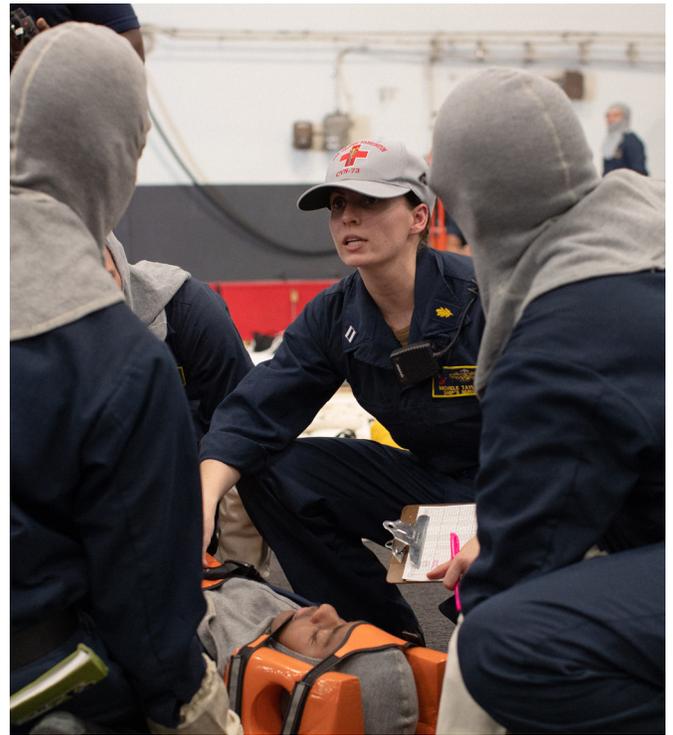
The ship is currently undergoing various assignments to determine its operational readiness before deploying, and one of the biggest evaluations is Tailored Ships Training Availability/Final Evaluation Problem (TSTA/FEP).

"Medical has to meet a certain criteria for us to deploy. (TSTA/FEP) evaluates heavily on damage control and the medical team and how the crew responds. They want to know that we are prepared in the event of an emergency," said Taylor. "When we pass everything next month, that says we are ready to deploy and are ready to handle emergency situations."

MTT is always looking for areas to improve so they can optimally get the crew ready.

"We are improving on being more comfortable with acting and stopping someone in the middle of what they are doing to impose a casualty," said Taylor. "I don't think anyone is super comfortable with that because we know how many things the ship has to do, so my team has done a really great job with understanding that this training is important. It is supported by the ship and the ship's leadership."

For Taylor, leading the team has been a rewarding experience in many aspects of her life. "Being medical

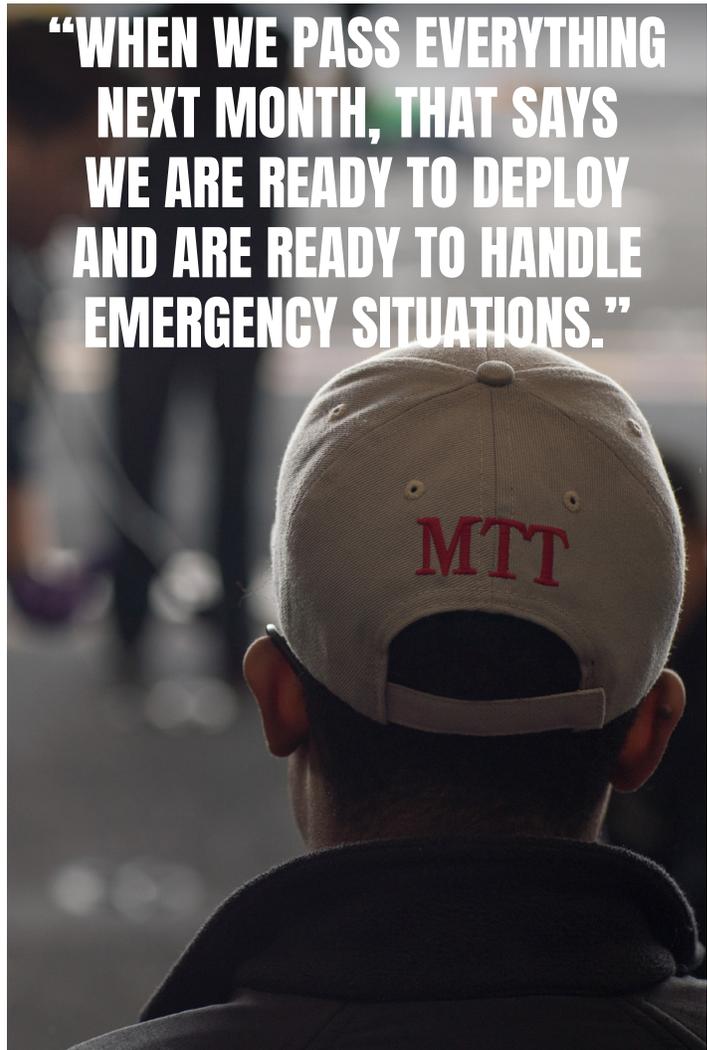


training team's lead, I go to a lot of meetings with the executive officer and heads of departments, so it's a bigger project than I have been on before," said Taylor. "These teams are big, and they are important for what they do, so to be in charge of it, it's nice."

MTT has come a long way in the past year. Through consistent drilling, the medical team has been able to successfully perform massive drills that involve multiple departments.

"We spent a lot of time with MTT and medical department on how to receive 50 medical casualties," said Taylor. "Seeing how everything on such a large scale holds together, that made me very, very proud of the team."

Medical emergencies can happen at any time, and because of MTT's consistent trainings, we can answer those emergencies with swiftness and competence.



"WHEN WE PASS EVERYTHING NEXT MONTH, THAT SAYS WE ARE READY TO DEPLOY AND ARE READY TO HANDLE EMERGENCY SITUATIONS."



MATERIAL MAINTENANCE MANAGEMENT TRAINING TEAM

STORY: MC2 (SS) BRUCE T. MORGAN



Of the 11 training teams aboard George Washington, the maintenance and material management training team (3MTT) operates differently from the rest.

The purple-hatted team is tasked with training Sailors on the maintenance and material management (3M) program which directly impacts the mission readiness of the ship.

“3M is the lifeblood of the ship; intricately woven into every department’s operation,” said Chief Cryptologic Technician (Maintenance)(SW) Rashaad Reid, one of the ship’s maintenance and material management coordinators (3MC).

“It is the driving force that keeps equipment running so the ship can execute its mission.”

3MTT has representatives from each of George Washington’s departments, bringing hundreds of years of maintenance experience combined among the 30-plus chiefs and officers.

The main objective of 3MTT is collecting data through periodic spot checks of maintenance in order to identify issues and seek solutions to execute training accordingly. While observing a maintenance procedure, a 3MTT member may ask Sailors thought-provoking questions to ensure maintenance-qualified Sailors have a broad level of knowledge.

“The hands-on training is invaluable,” said Chief Cryptologic Technician (Maintenance) (AW/SW/IW) Elizabeth Gay, 3MC. “The goal is for Sailors to perform better the next time and

become an example of what right looks like.”

George Washington has operationalized many pieces of equipment since completing refueling and complex overhaul (RCOH) less than a year ago, which changed the outlook on performing maintenance.

“The biggest challenge I have seen was shifting the maintenance mindset when we left RCOH,” said Gay. “With equipment up and running, if we don’t follow the procedure step-by-step, we’re not going to meet the mission. But now we are in the right stride.”

“THE GOAL IS FOR SAILORS TO PERFORM BETTER THE NEXT TIME AND BECOME AN EXAMPLE OF WHAT RIGHT LOOKS LIKE.”

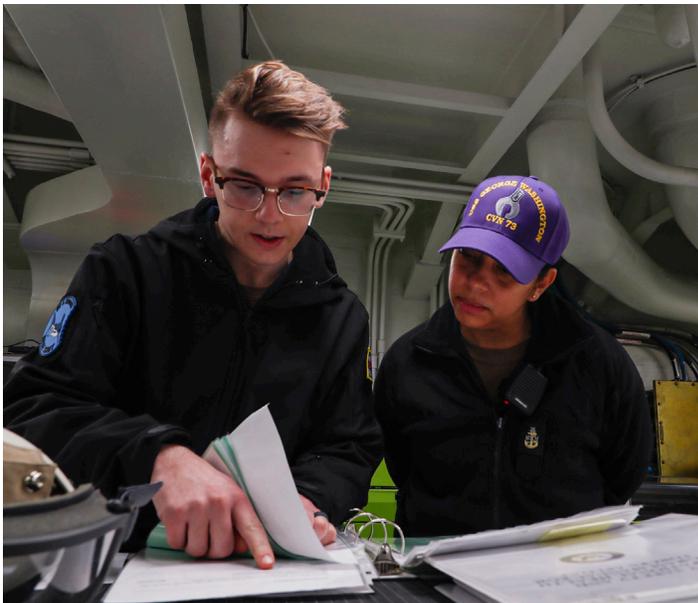
Representatives from the type commander (TYCOM) periodically conduct assist visits to evaluate the 3M program and help with training.

“If you have questions about anything, find one of us with a purple hat,” said Chief Aviation Boatswain’s Mate (Fuels) (AW/SW/EW) Jason Hausman, 3MC. “Same

goes with TYCOM representatives when they visit, they are there for support.”

3MTT is looking forward to the change in tempo for maintenance this year as George Washington changes its homeport to Japan.

“The continuation of the pace of 3MTT is critical to maintaining our warfighter readiness and the material condition of this vessel,” said Hausman. “If we focus on training junior Sailors and equipping them with what they need to perform maintenance, we will be the most effective fighting force on this planet.”



SEAMANSHIP NAVIGATION TRAINING TEAM

STORY: MC2 NICHOLAS A. RUSSELL

This past year, Seamanship Navigation Training Team (SNTT) aboard George Washington resurrected a training program that has not been seen since before the ships Refueling Complex Overhaul (RCOH).

From the bridge to boat decks, SNTT ensures that the ship is navigating the ocean safely. In case of emergency, the team is trained to respond and execute in a timely manner to troubleshoot the problem.

On the bridge, SNTT ensures safe navigation in and out of port.

“Always expect the unexpected,” said Senior Chief Quartermaster (SW/AW/EXW) Sean M. Appelberg, from Athens, Georgia, SNTT member and navigation training team coordinator. “Things like loss of steering can happen at any time, day or night.”

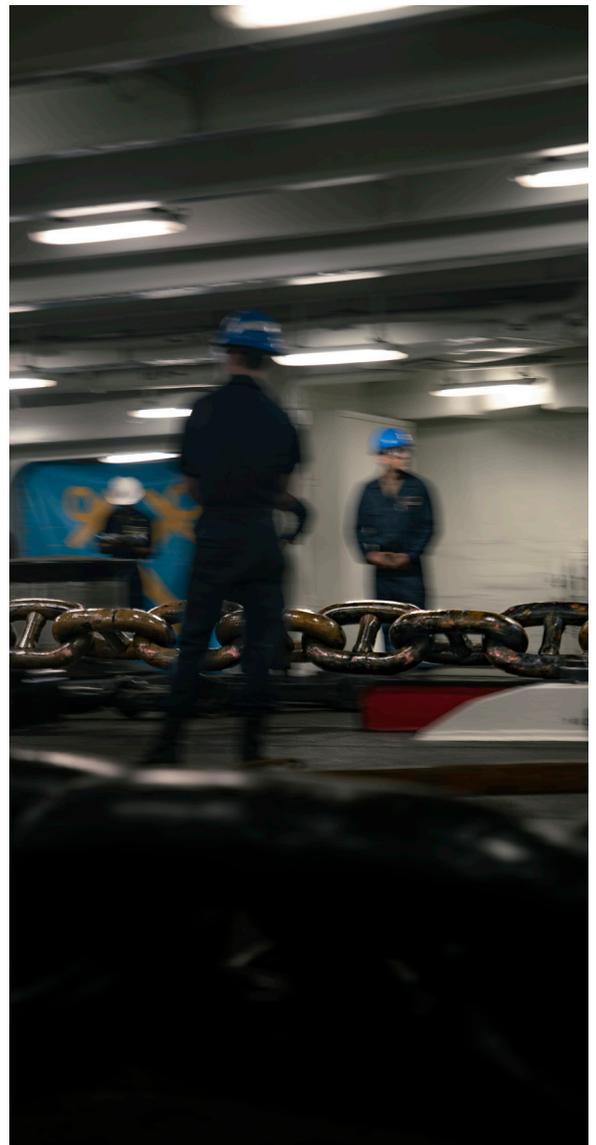
Not only does SNTT help safely navigate the ship, they also prepare for man overboards and how to

safely abandon ship. Through running drills, the deck team trains Sailors on how to execute and respond to casualties.

“Training, training, training; every chance we get, we must be present and ready to learn,” said Chief Boatswain’s Mate (SW/AW/IW) Dominic Mando, SNTT coordinator for deck department. “We have to communicate what we can do to get better so we can overcome the challenges we face.”

With a crew of more than 5,000 Sailors and weighing more than 90,000 tons, George Washington depends on all hands to effectively operate the ship. Transitioning to become the forward deployed naval force in Yokosuka, Japan will take every Sailor onboard working together.

“SNTT has drastically contributed to the success and operational readiness of the ship,” says Appelberg. “And continues to keep the ball rolling until we leave Norfolk and head to Japan.”



VISUAL INFORMATION TRAINING TEAM

STORY: MCSN TRAVIS S. HANES

Over the last year, the Visual Information Personnel (VIPER) team aboard George Washington has been training to document unsafe and unprofessional actions at sea.

VIPER follows Operational Tasking Visual Information (OPTASK VI), a public affairs entity utilized to ensure the team is capturing the who, what, when and where of encounters with other vessels and aircraft while at sea.

A situation is judged “unsafe and unprofessional” by the commanding officer using the COLREG’s “Rules of the Road,” an international handbook for safe navigation of ships. For example, if another ship gets too close to George Washington, the VIPER team is called away to document the encounter. The team remains on station until the ship is no longer in an unsafe navigation environment. In this instance, the other ship moves outbound from George Washington.

Once the team is secured, the information gathered is processed within 40 minutes and sent off to George Washington’s respective area of responsibility’s headquarters, then to the Chief of Naval Information to then be sent to civilian media.

“VIPER is there to ensure we win the battle of the narrative and that truth and transparency of U.S. Navy operations at sea is communicated to the public,” said Mass Communication Specialist 3rd Class Justin B. Lawson from Clarksville, Tennessee, a VIPER team editor.

VIPER team members work closely with other departments as well as the integrated training team and Ship’s Nautical or otherwise Photographic Interpretation Exploitation (SNOOPIE) team to tell the whole story visually, showing the facts and context of an encounter in support of the public affairs mission.

“It’s a whole ship effort,” said Senior Chief Mass Communication Specialist (SW/AW) Lori D. Bent from Roswell, Georgia, VITT lead and Visual Information Officer. “The collection and dissemination of visual information is critical to mitigating misinformation and disinformation. We have to be first with the truth.”

Despite their similarities, SNOOPIE and VIPER are not the same. SNOOPIE is an intelligence gathering asset, whereas VIPER is a public affairs entity.

“The information we gather is analyzed and delivered within strict time frames to ensure that the American people know exactly what’s going on with their Navy,” said Bent.

On George Washington, VIPER is mostly a team of mass communication specialists; however, the rate is not a requirement to be a part of the team.

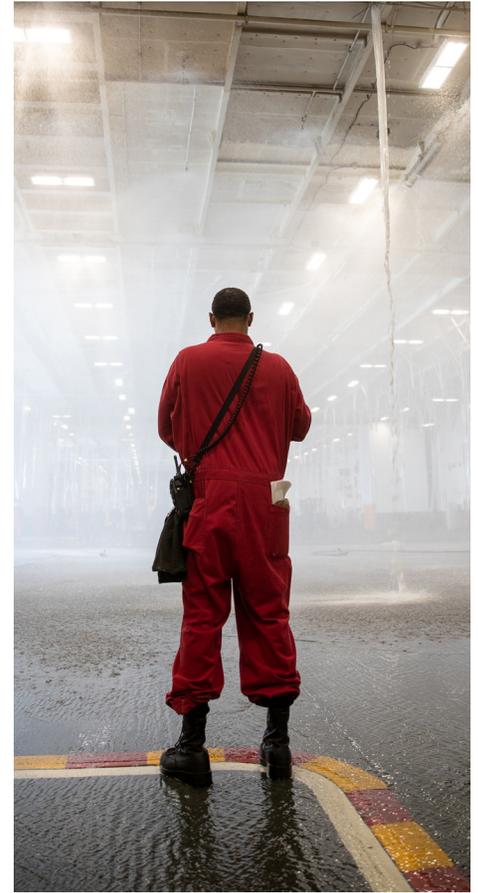
“The Afloat Training Group actually grades us based on whether or not we have a non-MC on the team,” said Bent. “We’ve qualified an airman, a logistics specialist and we are now in the process of qualifying an aviation support equipment technician.”

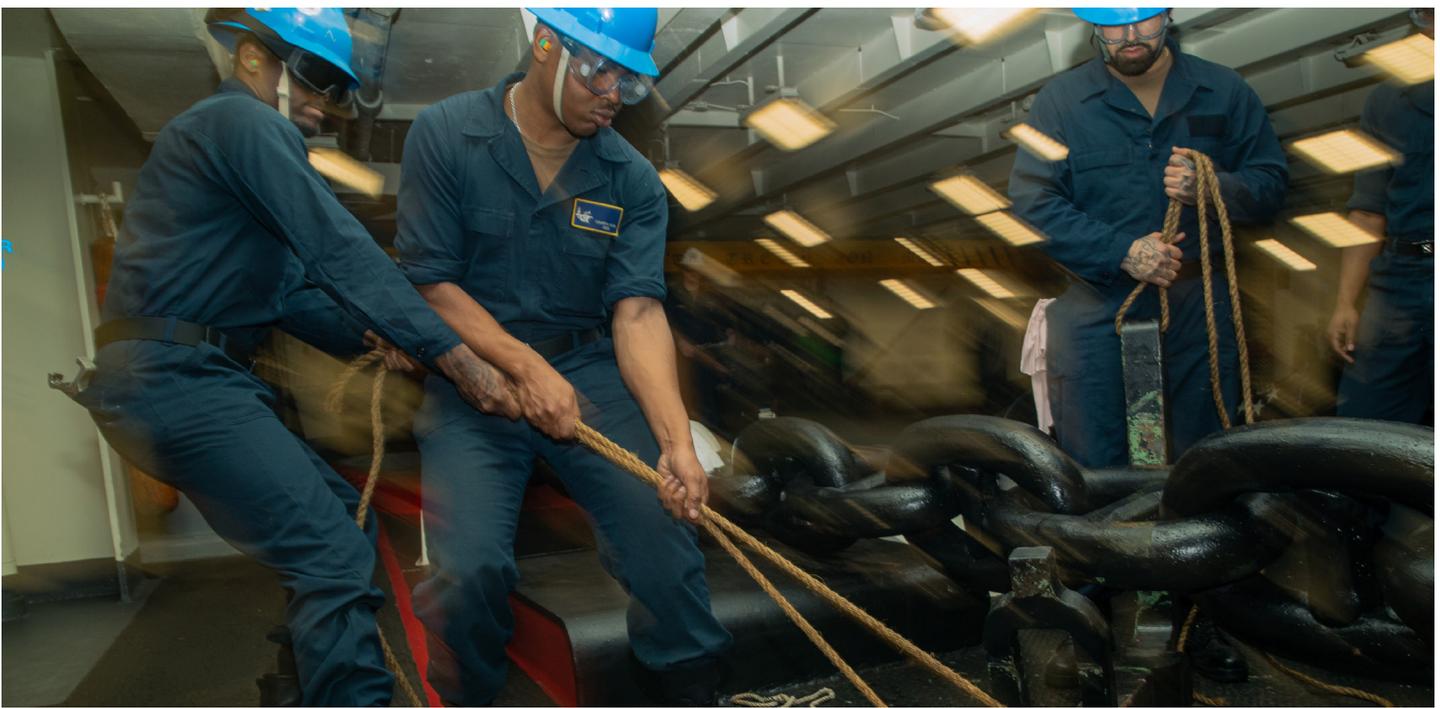


MAV-2

PHOTOGRAPHS: GWM PRODUCTIONS

WHILE UNDERWAY, GEORGE WASHINGTON CONDUCTED MAV-2, TESTING SHIP SYSTEMS AND OVERALL CREW READINESS TO ENSURE THE SHIP IS PREPARED FOR INSPECTION AND SURVEY AHEAD OF THEIR SOUTHERN SEAS DEPLOYMENT.



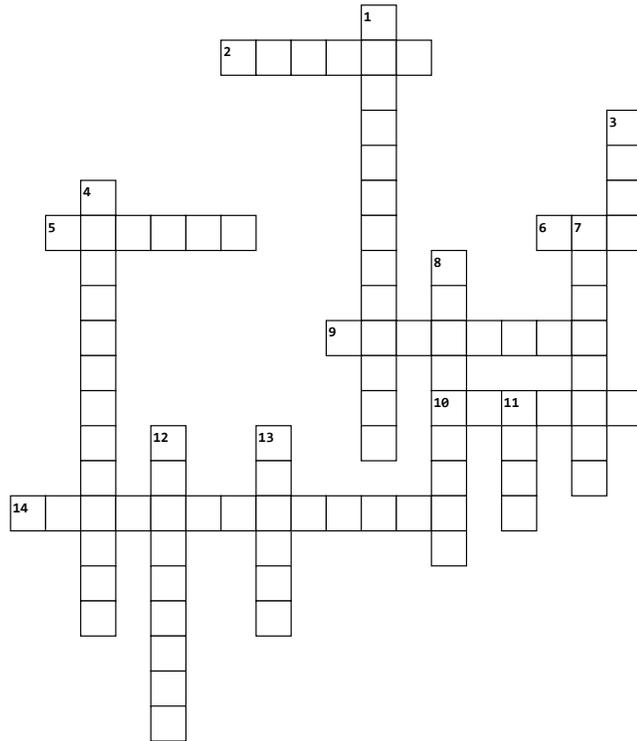


THE GW CROSSWORD

ANSWERS IN NEXT MONTH'S
SURVEYOR

ACROSS

- 2** Occupational specialty assigned to enlisted personnel.
- 5** This uniform item uses colors to indicate a Sailor's job on the flight deck.
- 6** Forward part of the hull of a ship or boat.
- 9** Sailor who steers the ship using the helm as directed by the conning officer.
- 10** This officer coordinated the ship-wide training program.
- 14** During the Quasi-War with France (1798-1800), this frigate defeated two French frigates in separate engagements.



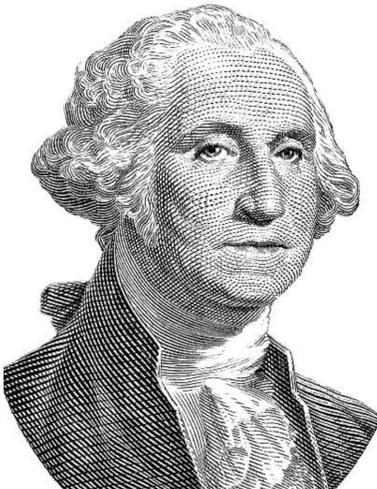
DOWN

- 1** Official song of the Navy.
- 2** A walkway that bridges the gap between the pier and the ship.
- 4** Term that relates to hull design and other features that enable a ship to operate in high winds and heavy seas.
- 5** Term that applies to various components associated with a ship's or aircraft's firepower.
- 6** This famous astronaut served in the Navy prior to being the first man on the moon.
- 11** A clear, slightly amber-colored liquid, is a concentrated mixture that was developed to combat Class B fires.
- 12** Administrative people at the Navy Personnel Command, who match Sailors to specific assignments.
- 13** A current assignment and is much like a job title elsewhere in the world.

LAST MONTH'S SOLUTIONS

- | | |
|---------------|--------------|
| ACROSS | DOWN |
| 1. Stow | 1. Skipper |
| 3. Tack | 2. Yoke |
| 5. Crow | 4. Allotment |
| 7. Fleet | 5. Catapult |
| 8. Muster | 6. Wardroom |
| 10. Bluenose | 9. Ensign |
| 11. Topside | 10. Brig |

GEORGE'S JOKE CORNER



What do you call oatmeal
in the Chief's mess?

Goatmeal!

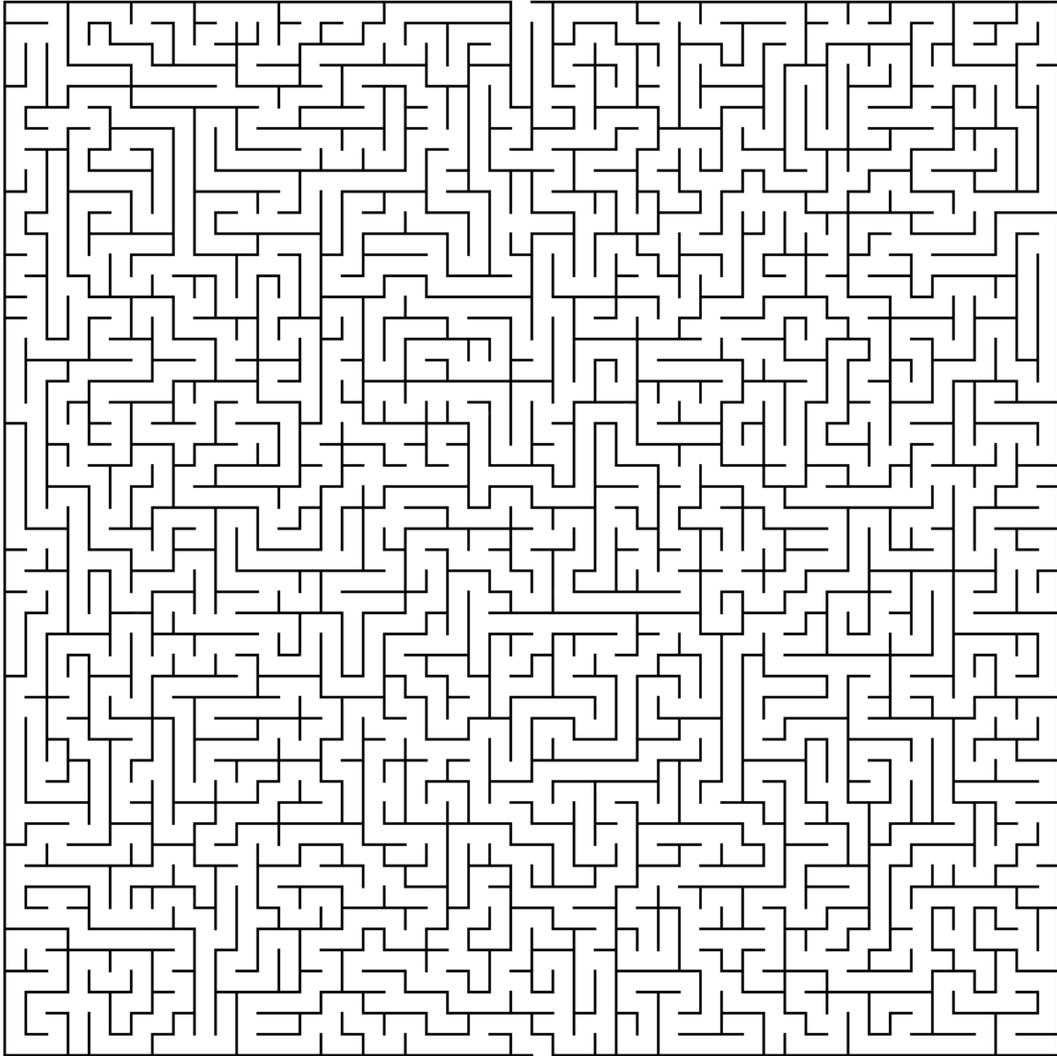
SUDOKU

	4	9			2	3		7
7		5			6	1		
			3			6	4	
9		2		5	1			7
					4	9		8
	6			9		5		
3		7	1	4				
	9		7		3			
							7	

Think you've got a better joke? Make a submission to MCSN Hanes at travis.hanes@cvn73.navy.mil

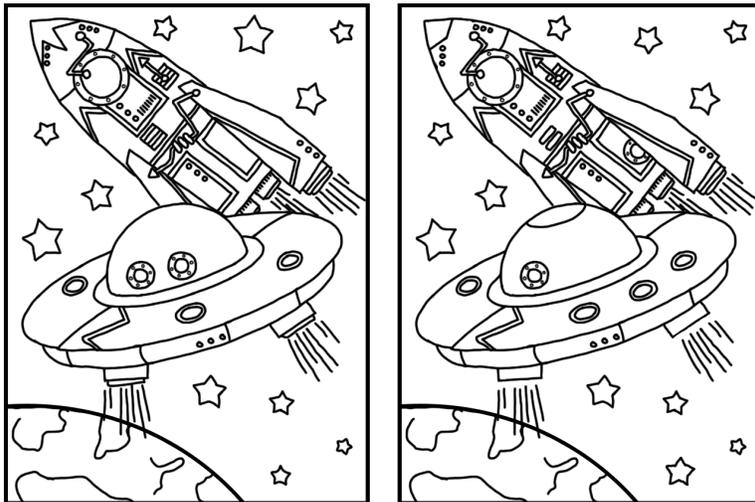
EXPERT EGRESS

Start



Finish

WHAT'S THE DIFFERENCE?
CAN YOU SPOT ALL 10 ?



GWMM

GEORGE WASHINGTON MEDIA



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