

# ROUGH RIDER

USS THEODORE ROOSEVELT

OCTOBER 1, 2024

## HOMeward BOUND

ENTERING THE FINAL STRETCH OF DEPLOYMENT

**A FRIEND TO ALL**  
GETTING BACK INTO  
THE FIGHT

7

**NUKING IT**  
THE SHIP'S HIDDEN  
NECESSITY

|

**REPLENISHMENT IS KEY**  
SUPPLYING THE  
FLEET



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### ON THE COVER

U.S. Navy Aviation Support Equipment Technician 2nd Class Wake Merrill, from Winston, North Carolina, prepares for colors aboard the Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71) as the ship arrives in Busan, Republic of Korea (ROK), June 22, 2024. Photo by MC2 Ikia Walker.

# A Friend to All

Story by MC3 Jady Beavers

The United States Navy has, over time, created stricter policies and standards when it comes to drug and alcohol use by Sailors. With that came the creation of programs and treatments in order to give assistance to Sailors who may be struggling with substance abuse.

The Substance Abuse Rehabilitation Program (SARP), Friends of Bill and Drug and Alcohol Program Advisor (DAPA) aim to provide Sailors with a place to receive help without being judged for the issues they're experiencing, as well as offer them ways to get help for those things without facing consequences from the Navy at large.

"The importance of SARP is really getting people back into the fight," said Hospital Corpsman 2nd Class Samantha Roberts, from Wayne, Michigan, a SARP manager aboard USS Theodore Roosevelt (CVN 71). "When I say that, I mean yes, the Navy fight, but more importantly their own fight. A lot of people will look to substance abuse because of underlying mental health issues."

According to Roberts, many people are not properly equipped to deal with those underlying issues and turn to substances to cope. In her opinion, one of the most important things that she does is help people learn the skills they need to get back on their feet and be prepared to handle life altering situations.

"Substance abuse is the forefront of what this program looks to address, but we also focus on those underlying factors," said Roberts. "It's those co-occurring mental disorders and life adjustments that people struggle with."

SARP uses onsite treatment and counsellors as well as civilian facilities to help those in the program. They work with many treatment facilities, though one of their biggest resources is self-help meetings like Alcoholics Anonymous and Narcotics Anonymous. They also work with groups that are focused on children or family members of alcoholics or addicts to support those affected by users. One of those resources is "Friends of Bill" hosted aboard Theodore Roosevelt.

"Friends of Bill is to give alcoholics a place to go where we can have our meetings," said Aviation Maintenance Administrationman 1st Class Sarah McCullough, from Anagarko, Oklahoma, the primary leader of the Friends of Bill group on Theodore Roosevelt. "It gives us a space on the ship where we can talk to people who understand our situation and our addiction, where we won't be judged or made to

feel like there's something wrong with us."

Although a Drug and Alcohol Program Advisor (DAPA) program, Friends of Bill operates outside of DAPA and SARP in order to let the members remain completely anonymous. Meeting locations are only revealed to those attending, and only attendees know who goes to those meetings. Friends of Bill is only meant for deployments and underway evolutions, once in port again Sailors in attendance of Friends of Bill meetings will be referred out to Alcoholics Anonymous groups in the area where they'll be able to continue attending self-help meetings.

McCullough believes that Sailors should reach out to one of the programs onboard if they find themselves using substances as a crutch for other issues, if they're drinking often, or if they just feel they could benefit from being in the group. Roberts finds self-referrals to be incredibly important as well, as recognition of one's issues is an important step.

"I think everyone has their own threshold," said Roberts. "The word alcoholic has different meanings to different people, depending on their experiences and what they've witnessed. People should reach out when they have concerns, when they find that they're doing things they didn't necessarily intend to, or if they think they're coping with whatever is going on by drinking."

Sailors in the pipeline for treatment with SARP receive pre-care and one on one counselling sessions before entering treatment. Even after treatment, Sailors will continue to receive care to ensure they have the building blocks to remain abstinent or make low level decisions, depending on what treatment they attended. Everyone involved in the treatment and care, from start to finish, is dedicated to providing the most help they can offer.

Roberts and McCullough both got involved in their programs out of the innate desire to help people through what, for some, could be one of the hardest things in their life. SARP, DAPA and Friends of Bill utilize all the resources at their disposal to aid the Sailors who come to them for help.

All of the programs onboard Theodore Roosevelt are accessible to all hands, regardless of rate or rank. Individuals can reach out at any point to enter a space to receive help without judgement. Reaching it out is not a weakness and accepting help is not looked down upon. Individuals who reach out or get involved with the program will not experience any backlash or consequence from their command.







# A Series of Unfortunate Accidents

Story by BM2 Brittiny Gardner

“Did you hear?”  
“No, what now? Oh wait, let me guess. Another extension?”  
SN Timmy rolled his eyes, stabbing his pancakes aggressively, like they were to blame for his problems.  
It is what it is. I wish people realized we’re all we have here instead of being gossip bees, Timmy thought.  
“XO told us all to maintain our AC boundaries and to keep hydrating yesterday.”  
“Yeah. This heat sucks.”  
The people just kept buzzing around him. Annoyed, he took his tray and without looking around him swung around and into a person, knocking both their trays to the ground. He took the brunt of the pain as the girl cursed at him for not looking behind him. He apologized, removing himself and his tray and went to quarters.  
This day’s starting out great.  
...  
The days are heavier and slower onboard the USS Theodore Roosevelt. It’s understandable. It’s been eight months and complacency has set in. But what’s not okay is that a lot of Sailors are now on autopilot and injuries to Sailors and equipment are rampant aboard the ship.  
“Complacency can be identified most easily through people’s actions,” said Cmdr. Carlo Leverone, the safety officer aboard Theodore Roosevelt. “The most common injury we see onboard the ship is people getting hurt simply while transiting around the ship and not paying attention.”  
In SN Timmy’s case, when he absentmindedly ran into the girl.  
...  
Working by the fantail later that afternoon, tasked to make a new remating line for the upcoming FAS, SN Timmy let another of his coworkers separate the natural fiber line, counting fathoms before he was gonna make the cut with his seaman’s knife.  
“Ok, cut here.”  
Having done these enough times, both on autopilot, SN Timmy didn’t think to focus as he cut the line—cutting his coworker’s hand instead. Neither had noticed until the blood dribbled down the line.  
“Oh shit, man, I’m bleeding!”  
“Oh my god, you’re bleeding!”  
“Tell LPO I’m heading to medical, dude.”  
SN Timmy nodded, shaking his head, his hand trembling from the shock.  
Man, can this day get any worse...  
...  
When asked what complacency meant to him, Leverone had this to say:  
“It’s a condition where you unintentionally, or sometimes intentionally, let your focus shift away from the task while you’re doing it, to the point that you risk making a mistake, and therefore risk your own safety or someone else’s.”  
From this accident, Sailors can see that SN Timmy and his coworker most definitely were not focused. They were

complacent.  
...  
After informing his LPO of the accident, SN Timmy was sent to return hazmat as a punishment. Grumbling and cursing, he numbly hefted the five-gallon paint into the hangar bay over his shoulder.  
“HEY! Hey! Hello! You’re DRIPPING PAINT ON THE NONSKID!”  
SN Timmy set down the paint gallon, laughing. It got worse. Apparently, whoever had handled the paint prior to him hadn’t fully sealed the lid shut.  
“Sorry. I got it. I need to get my LPO.”  
The airman shook his head and went back to his tasking. SN Timmy wasn’t in a hurry. He was done. Today was over in his head. So, let’s slide down the ladder, who cares, right? He does so and misses his footing on a step and collides into two people already walking down the ladder well. Bad domino effect.  
“What the hell man?!”  
“What is wrong with you! You’re lucky none of us got hurt.”  
SN Timmy shrugged, shouldering his way to the back office and from there received his counseling.  
...  
“An aircraft carrier is an industrial environment and a dangerous place to be when you’re not paying attention to what’s going on around you,” said Leverone.  
“The leading sources of injuries onboard the ship are Slips/Trips/Falls, Collision with Object (bumping into things), and Doors/Hatches/Scuttles. All three have increased in frequency in July and August, and “not paying attention” is often the cited reason for these events,” said Leverone.  
...  
After cleaning up the paint spill and eating dinner, he headed down to do his laundry. The heat was too much and as he waited, his eyes blurred in and out of focus. He knew what was coming. Lack of water, moving around the hot ship all day—he was gonna pass out again.  
“Call Medical! SN Timmy passed out again guys!” He grinned, well look at that, he was famous.  
“MEDICAL EMERGENCY MEDICAL EMERGENCY, MEDICAL EMERGENCY IN COMPARTMENT...”  
...  
With the long days, the fatigue, extension after extension, complacency simply wraps around Sailors like a warm blanket. Shake that blanket off, Rough Riders. Complacency is not your friend. It’s a caution before the inevitable consequences.  
“Everyone just needs to be aware of themselves,” Leverone said. “We see it around the ship a lot lately. People seem to just be walking around going through the motions. Sometimes you can see it on people’s faces that their minds are elsewhere. “We’re all Safety Observers, and like SN Timmy said, we are all we have out here. Take care of yourself and your shipmates! Let’s all return home safely!



## AM2 ZACHARIAH MINCER

AVIATION STRUCTURAL MECHANIC

HOMETOWN?  
ROSEVILLE, CALIFORNIA

WHAT IS YOUR BEST MEMORY IN THE NAVY?  
MY FAVORITE MEMORY IN THE NAVY WAS THE HOMECOMING FROM MY FIRST DEPLOYMENT.

WHO KNOWS YOU BEST?  
MY OLD ROOMMATE SEAN KLEINPETER.

WHAT IS YOUR FAVORITE PART OF BEING A SAILOR?  
MY FAVORITE PART OF BEING A SAILOR IS WORKING ON THE F-18. I’M BIG INTO NAVAL AVIATION AND HOW IT ALL WORKS.

WHAT ARE SOME OF YOUR GOALS ON THIS TOUR?  
MY GOALS FOR THIS TOUR IS TO MAKE AM1 AND PUT IN AN OFFICER PACKAGE.

WHO DO YOU LOOK UP TO?  
I LOOK UP TO MY FATHER MOST.

FAVORITE THING TO DO WITH YOUR FREE TIME?  
MY FAVORITE THING TO DO IN MY FREE TIME IS GO TO ON LONG DRIVES LISTENING TO MUSIC, AND DOING PULLUPS.



## AT3 EVAN CUNNINGHAM

AVIATION ELECTRONICS TECHNICIAN

HOMETOWN?  
CHESTER, WEST VIRGINIA

WHAT IS YOUR BEST MEMORY IN THE NAVY?  
MY FAVORITE MEMORY IN THE NAVY WAS BEING SENT TO AN AIR FORCE BASE AND WORKING WITH ANOTHER BRANCH.

WHO KNOWS YOU BEST?  
NONE OTHER THAN AT2 BALL.

WHAT IS YOUR FAVORITE PART OF BEING A SAILOR?  
MY FAVORITE PART OF BEING A SAILOR IS THE COMRADESHIP BUILT BETWEEN THOSE YOU WORK AND DEPLOY WITH.

WHAT ARE SOME OF YOUR GOALS ON THIS TOUR?  
MY GOALS FOR THIS TOUR ARE TO FINISH MY NAVAL ACADEMY APPLICATION AND BECOME A FULLY QUALIFIED 3RD CLASS.

WHO DO YOU LOOK UP TO?  
I LOOK UP TO ALL OF MY AT2S, THEY MOTIVATE ME TO BE BETTER EVEN ON BAD DAYS.

FAVORITE THING TO DO WITH YOUR FREE TIME?  
MY FAVORITE THING TO DO WITH MY FREE TIME IS GOING TO THE GYM AND PLAYING VIDEO GAMES.







# NUKING IT

Story by MC2 Andrew Benvie

**D**eep below the decks of the Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71), there is a place very few people dare, or get, to go. Those who do, work diligently, often in sweltering heat, ears covered from the loud noises going on all around them. They work down there for hours before their watch ends, and after all that, they must come up to do a different kind of work; work on their quals, or study for their next monthly exam. Their reward for passing the exam? Well, they get to keep working in the space below, the Reactor.

Reactor department, whose members are often referred to as “Nukes,” is the largest, yet arguably least visible, department on the ship. Mainly because, well, no one besides them really knows what they’re doing down there due to the nature of their work being top secret. What we do know, however, is that they are the reason the ship never needs to stop for fuel, and the reason we have water and electricity. Most of all, they are critical to completing the ship’s primary mission: launching aircraft

with the steam they produce. How can all these major necessities be so undercover?

At the helm of all this unknown is Capt. Dominic Kramer, who recently joined the Theodore Roosevelt crew as the Reactor department head. Kramer graduated from the University of Minnesota in 2005 and entered the Nuclear Engineering Officer program and served his first tour on the Nimitz class aircraft carrier USS Dwight D. Eisenhower (CVN 69) in 2006. He would eventually command the Arleigh Burke-class destroyer USS Mitscher (DDG 57) and then attend a Prospective Reactor Officer (PRO) course at Naval Reactors Headquarters before coming to Theodore Roosevelt as the ship’s Reactor Officer.

“My role is to lead an amazing team of highly skilled technicians across nine divisions that provide propulsion, electrical power, air, water and catapulting steam that enable Theodore Roosevelt’s lethality,” said Kramer. “I am responsible for the safe operation and maintenance of two nuclear power plants.”

Kramer arrived to Theodore Roosevelt just in time for the department’s Operational

Reactor Safeguards Examination (ORSE), which is considered the “super bowl” for any Reactor department aboard an aircraft carrier. The inspection is to ensure the Sailors on aircraft carriers are safe to operate the nuclear power plants. A team of inspectors fly onto the ship and tests the department level of knowledge, ability to maintain the plants, and run casualty control drills, such as fighting fires and medical emergencies inside the plant. Failing the inspection could mean shutting down the reactors at the closest and most acceptable port to do a thorough investigation, potentially rendering the ship inoperable. No pressure, right?

Lt. Cmdr. Dyuti Das, the Reactor Training officer, has the job ensuring the reactor watch teams are always prepared to fight a casualty, not only for ORSE, but for any given moment at sea.

“For departmental training, I have to train 450 Sailors on the same topic, with all the other time requirements these individual Sailors have, I get an hour a week to get them that knowledge,” Das said. “I would say the biggest challenge I’ve had is getting them the effective training they need to be the best operators they can be.”

Das can’t do it all herself, though. While she may build a plan for training the department, it’s her team that needs to execute the plan to the highest standard. Passing ORSE, she says, is the definition of what a team effort looks like.

That team is comprised of mainly junior Sailors, those of whom work in the shadows below decks, separated from the rest of the crew in order to carry out the ultimate task of carrying out the ship’s mission.

“It feels as though we are in our own bubble operating in accordance with very regimented and strict standards,” said Machinists Mate (Nuclear) 2nd Class Brogin Dye, from Sisters, Oregon. “But it is necessary in order to uphold our own standard, in order to continue to operate safely so that we can accomplish our mission as and make it home safely.”

Dye says the grind never really stops for Nukes,

with the possibility of standing double watch, emergent maintenance, responding to casualties, and staying on top of your quals, a nukes day is very long and strenuous.

Having two reactors on our ship is what separates the United States Navy from our adversaries. The U.S. Navy has been using Nuclear power since 1942, a concept that other countries are only now just starting to harness the power of. In 1964, three nuclear powered ships sailed around the world to show off the US’s mastery of nuclear-power called “Operation Sea Orbit.” Since then, very few countries have caught up. Reactor department is a major reason we can assert Naval dominance and deterrence across the globe.

As Capt. Kramer puts it, the “N” in CVN 71 stands for nuclear, highlighting the importance of Reactor department known to all.





# Political Activities Allowed by Members of the Armed Forces

## A member of the Armed Forces on active duty may:

- ★ Register, vote and express a personal opinion on political candidates and issues, but not as a representative of the Armed Forces.
- ★ Join a partisan or nonpartisan political club and attend its meetings when not in uniform.
- ★ Sign a petition for a specific legislative action or a petition to place a candidate's name on an official election ballot, if the signing does not obligate the member to engage in partisan political activity and is done as a private citizen and not as a representative of the Armed Forces.
- ★ Write a letter to the editor of a newspaper expressing the member's personal views on public issues or political candidates, if such action is not part of an organized letter writing campaign or a solicitation of votes for or against a political party or partisan political cause or candidate. If the letter identifies the member as on active duty (or if the member is otherwise reasonably identifiable as a member of the Armed Forces), the letter should clearly state that the views expressed are those of the individual only and not those of the Department of Defense.
- ★ Make monetary contributions to a political organization, party or committee favoring a particular candidate or slate of candidates.
- ★ Participate fully in the Federal Voting Assistance Program.

## A member of the Armed Forces on active duty shall not:

- ★ Use official authority or influence to interfere with an election, affect the course or outcome of an election, solicit votes for a particular candidate or issue, or require or solicit political contributions from others.
- ★ Speak before a partisan political gathering, including any gathering that promotes a partisan political party, candidate or cause.
- ★ Participate in any radio, television or other program or group discussion as an advocate for or against a partisan political party, candidate or cause.
- ★ Solicit or otherwise engage in fundraising activities in Federal offices or facilities, including military reservations, for any political cause or candidate.
- ★ March or ride in a partisan political parade.
- ★ Display a partisan political sign, poster, banner or similar device visible to the public at one's residence on a military installation, even if that residence is part of a privatized housing development.
- ★ Attend partisan political events as an official representative of the Armed Forces, except as a member of a joint Armed Forces color guard at the opening ceremonies of the national conventions of the Republican, Democratic or other political parties recognized by the Federal Elections Committee or as otherwise authorized by the Secretary concerned.

Follow the QR code for more details on the newly placed NAVADMIN on servicemember voting rights and more.



# Ones, Twos and Threes of TSP

## VESTING = OWNERSHIP

- By vesting, you make your employer contributions portable, which means your money is yours to keep after separating.

## WHY SAVE?

- Retirement can be expensive due to several factors: pension availability, social security may not support, health and inflation.
- Investing can be easy as well. You can let time build your wealth, match your TSP, compound your interest and potentially get greater returns than saving alone.

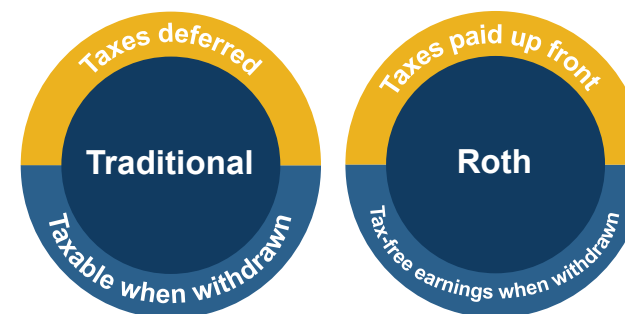
## Time Is Money

| Start early and continue |           |                    |                |               |
|--------------------------|-----------|--------------------|----------------|---------------|
| Basic Investing          | Start Age | Monthly Investment | Total Invested | Total Earned* |
| Pressy                   | 20        | 200                | 108,000        | \$1,054,908   |
| Mandi                    | 25        | 200                | 96,000         | \$698,202     |
| Steve                    | 35        | 200                | 72,000         | \$298,072     |

## TSP Lifecycle

| L 2065   | L 2060   | L 2055   | L 2050  | L 2045   |
|--|--|--|---|--|
| Consider if you were born between 1990-1994 or plan to withdraw from your account after 2062.        | Consider if you were born between 1995-1999 or plan to withdraw from your account between 2056-2062. | Consider if you were born between 1990-1994 or plan to withdraw from your account between 2053-2057. | Consider if you were born between 1985-1989 or plan to withdraw from your account between 2046-2052.          | Consider if you were born between 1980-1984 or plan to withdraw from your account between 2043-2047. |
| For the long-term investor   | For the long-term investor   | For the long-term investor   | For the long-term investor  | For the long-term investor   |
| L 2040   | L 2035   | L 2030   | L 2025  | L INCOME   |
| Consider if you were born between 1975-1979 or plan to withdraw from your account between 2038-2042. | Consider if you were born between 1970-1974 or plan to withdraw from your account between 2033-2037. | Consider if you were born between 1965-1969 or plan to withdraw from your account between 2028-2032. | Consider if you were born between 1958-1964 or plan to withdraw from your account between next year and 2027. | Consider if you were born between 1958 or already withdrawing from your account.                     |
| For the long-term investor   | For the medium-term investor   | For the medium-term investor   | For the short-term investor   | For those already withdrawing  |

## Tax Treatment Options



## The 5 Forms of TSP

| G FUND<br>Government Securities Investment Fund   | F FUND<br>Fixed Income Index Investment Fund  | C FUND<br>Common Stock Index Investment Fund   | S FUND<br>Small Capitalization Stock Index Investment Fund   | I FUND<br>International Stock Index Investment Fund   |
|---|---|--|--|---|
| <b>What It Is:</b> Government securities that are specially issued to the TSP.<br><b>Pros:</b> Does not lose money; has a consistent but relatively low investment return.<br><b>Risks:</b> Your money may not grow to meet your retirement needs or outpace inflation. | <b>What It Is:</b> Government, corporate, and asset-backed bonds.<br><b>Pros:</b> May earn returns that are higher than money market funds over the long term with relatively low risk.<br><b>Risks:</b> Bond prices fall when interest rates rise. Bonds may be repaid early, reducing your returns.<br><b>Benchmark Index:</b> Bloomberg Barclays U.S. Aggregate Bond Index | <b>What It Is:</b> Stocks of large and medium-sized U.S. companies.<br><b>Pros:</b> Potential for high investment returns over the long term.<br><b>Risks:</b> Can be volatile depending on stock market performance.<br><b>Benchmark Index:</b> Standard & Poor's 500 Stock Index | <b>What It Is:</b> Stock of small to medium-sized U.S. companies.<br><b>Pros:</b> Potential for high investment returns over the long term.<br><b>Risks:</b> Can be volatile depending on stock market performance.<br><b>Benchmark Index:</b> Dow Jones U.S. Completion TSM Index | <b>What It Is:</b> International stocks from more than 20 developed countries.<br><b>Pros:</b> Potential for high investment returns over the long term.<br><b>Risks:</b> Can be volatile depending on stock market performance.<br><b>Benchmark Index:</b> MSCI EAFE Stock Index |

You can access and manage your TSP through **mypay.dfas.mil and Direct Access** as well as **TSP.gov**. Each location provides different services to help you get ahead in your financial adventure!

### mypay.dfas.mil and Direct Access

- Start – stop – change
- Percentage of pay
- Type (Traditional / Roth)
- Update address

### TSP.gov

- View portfolio
- Manage investments
- Change allocations
- Review and update beneficiaries

Information for this page can be found in the All Hands folder on the Share Drive under CFS - Touchpoints. You can also ask your nearest Command Financial Specialists!



# MONTH IN REVIEW



1



2



3

1. USS Theodore Roosevelt (CVN 71) and USS Abraham Lincoln (CVN 72) and their airwings execute a PHOTOEX with F-22 Raptors from the U.S. Air Force and USS John S. McCain (DDG 56), USS Daniel Inouye (DDG 118), and USS Spruance (DDG 111) in the U.S. Central Command (CENTCOM) area of responsibility (AOR), Sept. 7, 2024. Photo by MC2 Ikia Walker.

2. A U.S. Navy Aviation Ordnanceman dons fire retardant gear on the flight deck, Sept. 9, 2024. Photo by MCSN Pimpaka Kruthun.

3. The Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71) arrives in Apra Harbor, Guam, for a brief stop for parts, Sept. 25, 2024. Photo by MC3 Richard Tinker.

4. A U.S. Navy Aviation Structural Mechanic uses a wire brush on an MH-60R Sea Hawk helicopter in the hangar bay, Sept. 1, 2024. Photo by MCSN Ryan Holloway.

5. U.S. Navy Aviation Ordnanceman 3rd Class Maurice Hawkins, right, from Fort Lauderdale, Florida, and Aviation Machinist's Mate 1st Class Ouachita Green, from Ashburn, Georgia, conduct maintenance on an F/A-18E Super Hornet, attached to the "Flying Checkmates" of Strike Fighter Squadron (VFA) 211 in the hangar bay, Sept. 14, 2024. Photo by MCSN Pimpaka Kruthun.

6. A U.S. Navy Chief Air Traffic Controller writes flight times on a whiteboard, Sept. 6, 2024. Photo by MCSN Pimpaka Kruthun.



4



5



6





# Replenishment is Key

Story and photo by MC3 Adina Phebus

**A**ircraft carriers are the backbone of modern naval power projection, capable of deploying air wings, personnel and equipment anywhere in the world. But behind the impressive fighter jets, complex technology and combat capabilities, there's an essential element keeping the ship operational and the crew mission-ready: logistics. Supply department ensures that the carrier remains self-sufficient at sea for extended periods, providing everything from food to equipment.

The Supply department aboard the Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71) is responsible for logistics and the timely provision of goods and services necessary to maintain the ship's readiness. Headed by Cmdr. Curtiss Butler, the ship's supply officer, this department ensures that the carrier has the necessary resources to sustain operations, even in the most remote parts of the world.

"Supply department's role onboard is broad and crucial," said Butler. "Our Logistics Specialists provide critical repair parts, consumables and hazardous materials for the ship and the squadrons. Our Culinary Specialists produce four meals each day for the entire crew, and our Retail Specialists provide essential services such as laundry, the barber shop and ship's store. Personnel Specialists from Admin department help

Supply ensure Navy Cash and other monetary transactions occur when needed. All of these Sailors taskings are important for long-term mission accomplishment."

With a crew of over 4,700 Sailors, ensuring that everyone has access to nutritious meals is a monumental task. Supply manages everything from the procurement and storage of food to the preparation and distribution of meals.

"I've been in the Navy for five years, coming from a destroyer and having to maximize food production from 300 to about 5,000 people is not easy at first," said Culinary Specialist 2nd Class Sharia Morfin-Reynolds, from Vallejo, California. "After a while, you get the hang of it. I make the orders, so I know exactly how much food is needed, but it becomes a bit of an issue keeping the same exact menu items that we prepared for the amount of crew members out all day when people come in two or three times to get the same food."

Supply department also handles a wide range of other logistical needs, including uniforms, cleaning supplies and mail for the crew, to name a few. This logistical support ensures that day-to-day operations can continue smoothly without disruption.

The efficiency of the Supply department directly impacts the operational readiness of Theodore Roosevelt and its air wing. The importance of these departments becomes

especially clear during deployments when hitting ports.

"Before each port visit, there is a lot of communication with shore support from Pacific Fleet headquarters all the way down to the local host country warehouse workers," said Butler. "Our food orders in foreign countries can require up to 45 days in advance to make sure we get what we need. The contracts we manage for things like pier services, bus transportation and force protection add up to millions of dollars for each visit and must be reviewed in detail prior to our arrival. Lastly, we lean on the Sailors we send ashore, our 'beach det,' to stage all our high priority parts and mail so it can all come aboard quickly when we pull in."

Coordination doesn't just happen outside the skin of the ship, coordination between the Supply department and other departments is essential. Effective communication and planning allow for smooth operations, whether by replenishment-at-sea (RAS) or when pulling into foreign ports.

"Coordinating a RAS is much more of a whole-ship process than one might think," said Butler. "Our Operations department and strike group staff work with the RAS ship to determine the best area to meet up. Navigation department makes sure we have enough water space for it to be feasible, and both Deck and Air departments have roles to play in configuring the ship prior to the event. Supply

department works with shoreside expeditors to get all our supplies flown or trucked to the port where the RAS ship loads out of."

Supply department faces numerous challenges, including space constraints, inventory management complexities and the unpredictability of missions. The department's personnel need to be highly trained in logistics management and problem-solving.

"Making sure the meals are tasty in a nutritious way is hard sometimes," said Morfin-Reynolds. "We have to make sure we follow the recipe cards. We can't take away from the card, but we can always add ingredients. Sometimes it's hard to complete recipe cards because we might have some supply limitations at some points, which narrows the recipes we can make. A menu change usually is when we figure out that we don't have an ingredient and my team has to see what supplies we have to make the food for that day, and we substitute the menu items based on what we can make with the ingredients."

Without the hard work of the Supply department, Theodore Roosevelt and the fleet would be unable to sustain long-term missions, limiting their effectiveness and jeopardizing the success of naval operations. As such, the department is a cornerstone of readiness, ensuring that the fleet remains equipped and fed wherever it sails.



# 38 Years of Roosevelt

Story by MC3 Jadyn Beavers

President Theodore Roosevelt was born on October 27, 1858 in New York. Throughout his time in the political sphere, Roosevelt made massive strides in preservation of natural resources. As the driving force behind the National Forestry Service, Roosevelt is to thank for the National Parks many enjoy today.

Perhaps more remarkably however, Roosevelt was also a key influence on the modern-day Navy. Starting with his book “The Naval War of 1812”, Roosevelt gained the attention of naval strategists by changing the perspective of the war.

Roosevelt recognized that the United States had a need for a powerful Navy, and encouraged growth and change. Referred to as the father of naval aviation, Roosevelt is responsible for planes being put on ships, a choice that led to the aircraft carrier of today. As president, he also spearheaded what is known as the Great White Fleet, sixteen battleships that sailed around the world as a display of power in 1907.

That action gained the support of the American people and led Congress to approve of a larger budget for the United States Navy as well as authorizing more battleships. President Theodore Roosevelt made huge steps in reshaping and growing the Navy. For this, an aircraft carrier was named in his honor.

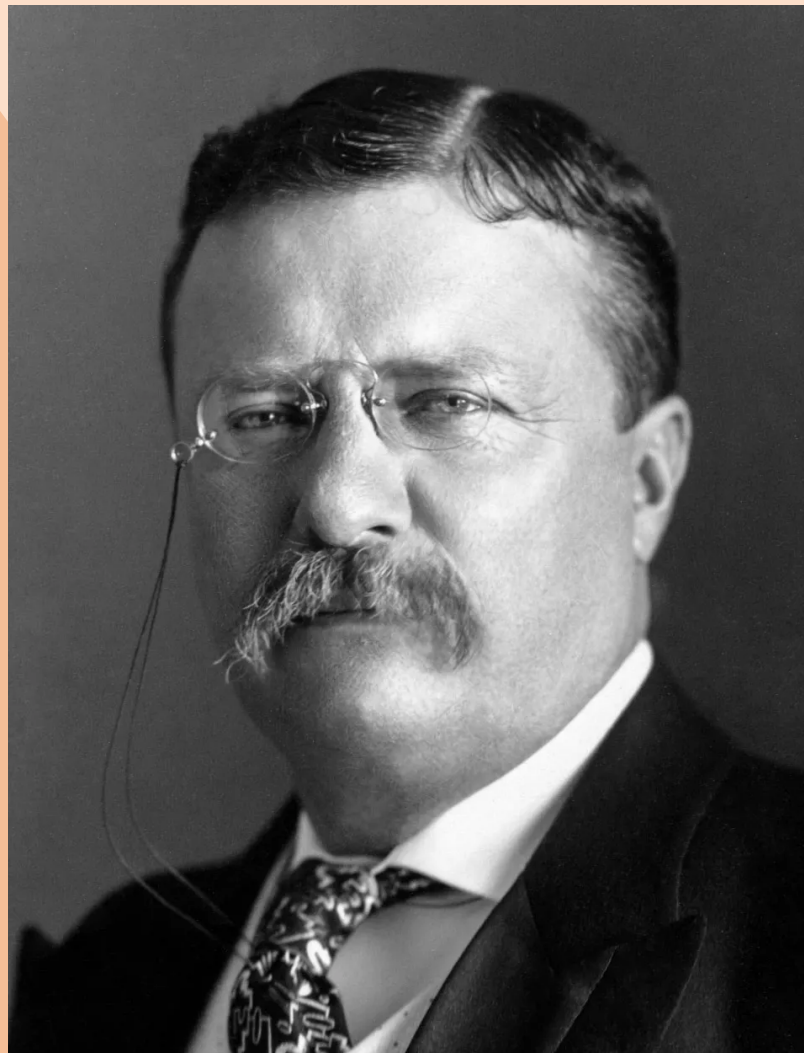
USS Theodore Roosevelt (CVN 71) was commissioned on Oct. 25, 1986, just two days before Roosevelt’s birthday. First seeing action during the Gulf War in 1991, Theodore Roosevelt has been deployed around the world 16 times in support of our nation’s defense, participating in multiple operations and exercises.

These include, but are not limited to, Desert Shield and Desert Storm in 1988-89; Southern

Watch in 1995, 1996-97, 1999, and 2001-02; Enduring Freedom in 2001-02 and 2008-09; Iraqi Freedom in 2003 and 2005-06; and Northern Edge in 2021.

During her 2024 deployment, Theodore Roosevelt has participated in Operation Freedom Edge, an exercise that focuses on trilateral unity between the United States, Japan, and the Republic of Korea in an effort to protect the peace and stability in the region.

The USS Theodore Roosevelt strives to honor her namesake for the duration of her active duty, hosting thousands of Sailors and committing to the defense of the United States and all American citizens.



# 249 Years and Counting

Story by MC3 Jadyn Beavers

October 13, 2024 will mark the 249th birthday of the United States Navy. On October 13, 1775, the Continental Congress passed a resolution agreeing to arm two sailing vessels with a variety of weaponry, marking the official beginning of the Continental Navy. These two ships, manned with crews of eighty individuals, went on a three month cruise to intercept transports that were bringing munitions to the British army in America.

During the following years of the American Revolution, the Continental Navy would seize

more than 1,500 British vessels and over 12,000 British sailors were taken as prisoners of war. Some of the most notable successes of the war was Captain John Paul Jones and his success in defeating the British frigate Serapis in one of the bloodiest battles of the revolution, and is capture of the British man-of-war Drake.

Although the original Continental Navy was disbanded in 1783 after the end of the American Revolution, it was replaced by the United States Navy with the Naval Act of 1794.

Over the next 249 years the Navy expanded exponentially, playing a crucial role in nearly every war the United States participated in. Ranging from the Battle of Lake Erie during the War of 1812, to the Battle of Manila Bay in 1898 during the Spanish-American War, all the way to the Battle of Leyte Gulf in 1944 during World War Two.

In the modern day, carrier strike groups and independently deployed ships act as a deterrent in many parts of the world. As one of the largest demonstrations of sea power around the world, it is vital for Sailors to recognize the history of the Navy, and it is important to honor that heritage.

Every year, the Navy’s birthday is celebrated all across the fleet. Official balls, celebrations, and acts of remembrance are carried out. These acts not only serve to acknowledge the history of the Navy itself, but all of the Sailors who have served in the past. The Navy is an organization filled with heritage, tradition and endless amounts of pride. On October 13th, Sailors honor that history, and commit to maintaining the United States Navy that countless individuals have dedicated their lives to.







U.S. Navy Chief Logistics Specialist Bilal Barnes, from Washington, D.C., receives his combination cover during a chief pinning ceremony Sept. 27, 2024. Photo by MC3 Adina Phebus

