

USS THEODORE ROOSEVELT ROUGH RIDER

SEPTEMBER 1, 2024



LOOKING FORWARD

CONTINUING SUPPORT OF MARITIME STABILITY

ENGINEERING

WE BREAK IT,
THEY FIX IT

7

CHIEF SEASON

BUILDING THE
BACKBONE

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43 YEARS OF SERVICE

ANSWERING
THE CALL

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ON THE COVER

A U.S. Navy Aviation Boatswain’s Mate (Handling) directs an MH-60S Sea Hawk helicopter, attached to Helicopter Sea Combat Squadron 14, on the flight deck aboard the Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71), Aug. 29.
Official U.S. Navy photo.

In Engineering We Trust

Story by MC2 Andrew Benvie
Photo by MC3 Adina Phebus

They keep us cool, give us air, provide electricity, keep our laundry spinning and are the reason the ship can steer and turn, just to name a few. The Engineering department aboard the Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71) does it all. All these responsibilities may seem overwhelming, especially when you consider the scale of an aircraft carrier. This giant piece of metal floating on the ocean, with its catapults, elevators, air conditioning units, refrigerators, and entire infrastructure, somehow the Engineering department takes care of it all to help keep the ship sailing.

Engineering is comprised of several different divisions, including Auxiliaries, Electrical, Repair, and Damage Control. All these divisions are led by the Chief of Engineering, Cmdr. Anthony Oxendine, and their department lead chief petty officer, Master Chief Mineman Garnett Coates.

“The mission of Engineering can be summed up in one sentence: keep the ship safe,” said Coates, from Rogers, Arkansas. “We care so you don’t have to. We sweat so you don’t have to.”

The Engineering department works until the job is complete, meaning all hours of the day and sometimes even into night. This is especially true when there is an engineering casualty.

“One main struggle we deal with across the department is that casualties never seem to happen during the work day,” said Senior Chief Machinist’s Mate Kelly Bearden, from La Ferla, Texas, leading chief petty officer of Engineering Auxiliaries division. “It decides to break as soon as your head hits the pillow, or in the middle of the night. If you can’t take out your trash, your outlets don’t work, your toilet is overflowing, the elevators aren’t moving, Engineering owns it in some way, shape, or form, and we need to act when any of these things go down.”

With all these casualties and mishaps, the Engineering department must remain resilient in their efforts to keep the ship afloat, literally. They are constantly training and sharpening their skills to prepare for any casualty that comes their way.

“This deployment, we stood up a full-spectrum Engineering Training Team with real-life scenario casualties to build watch team cohesion and proficiency,” said Coates. “We have sent Sailors to DDGs in or around our strike group to assist in repairs to their gas turbines, reverse osmosis units and their AC plants.”

This kind of flexibility is summed up by Hull Maintenance Technician 2nd Class Blane Bonter, from Lansing, Michigan, who works in the forward mess decks (and the reason we have ice) as part of repair division.

“Repair division is what it is, we repair anything onboard that is broken, and we fabricate anything that needs to be made,” said Bonter. “Even for the whole strike group, if another ship needs something fixed, they can fly it over to us via a helicopter. We fix it and send it back.”

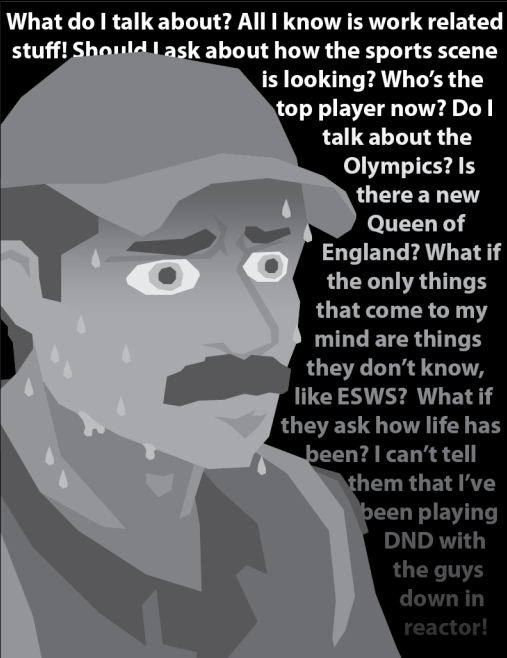
Bonter said he enjoys being able to work with his hands and working on different pieces of equipment every day, but stresses the importance of not abusing the machinery on the ship.

“People mistreat the equipment on the ship because they know they don’t have to fix it when it broken,” he said. “If people used the equipment as they should, we’d have a lot less casualties, and it would make our jobs a whole lot easier.”

It’s easy to forget what you have until it’s gone. So next time you plug your phone in for a charge, or have hot water for your showers, and ice for your drinks, spare a kind thought for the hard working Sailors in Engineering department.



“Finally Off Work” -Comic by MC2 Martinez





Blurred Reality

Story by BM2 Brittiny Gardner

Another day. Another dollar. SN Timmy groaned as he trudged up the ladder well steps, sweating, knocking on Safety's door, for respirator issue.

An average person answered the door, Timmy's mind far away somewhere else to care to recall who was assisting him. All he did was nod, and ask for a respirator for FCU maintenance. The person asked for his card, which he lazily pulled out and handed over. Within a few minutes, he'd received his respirator and left to perform his scheduled maintenance.

I wonder what's for lunch today, I wonder what my family back home is doing right now—I wonder if we'll ever go home.

His mind buzzing, SN Timmy hadn't thought to check his steps, as he unlocked the locking mechanisms of the unit, removing the film access cover. Hands gloved, he shrugged off the idea of using goggles and the respirator he'd just checked out. I've done this check a million times.

Once removed, dust flew around his face. After he pulled one filter out, a couple flecked pieces of debris entered his eyes, causing him to panic instantly.

He screamed, fell backwards, running for the nearest green thing he could find. Once he located the green and white lettering what with his eyes blurred and all, he pulled the eyewash station down and the water that flowed was contaminated and brown.

He cursed and went looking for another one when the heat got to him, his vision already blurred, and he passed out by the smoke pit.

Once again, sounding like a bad alarm clock in his head, SN Timmy heard someone shout, felt someone move him to the bulkhead, as his head lolled to the side, he heard the IMC call...

"MEDICAL EMERGENCY MEDICAL EMERGENCY. MEDICAL EMERGENCY IN COMPARTMENT..."

I just want to go home.

There are 122 eyewash stations aboard USS Theodore Roosevelt (CVN 71), owned and maintained by departmental safety petty officers. They're inspected annually by Safety representatives and audited by our IHO (Industrial Hygienist Officer), Lt. Gissel FloresVelez.

Born and raised in Puerto Rico, FlorezVelez has been essential in her military career thus far as our IHO aboard the TR. She has been in charge of keeping 22 programs running and on

track for two years with a firm iron fist but also a valued invisible hand throughout the ship.

"My role as an IHO on board is to anticipate, recognize, evaluate, prevent, and control potential hazards," FloresVelez said. "I've conducted exposure assessments, work center walk throughs, and program audits to characterize potential work hazards, personnel exposures, and other conditions that may impact the health and safety of our sailors."

One of her programs, Sight Conservation, is vital for our safety onboard. Vital enough we don't find ourselves in SN Timmy's predicament. An eyewash station provides a means to irrigate the eye immediately upon exposure to chemicals or other hazardous materials (like flecked debris in SN Timmy's case).

We have two versions on board: plumbed and portable.

"A plumbed station is connected to the ship's portable water supply," said FloresVelez "A portable station is a self-contained station that the user activates upon eye exposure. This type of station contains enough water to irrigate both eyes for a minimum of 15 minutes at a specified flow rate of at least 0.4 gallons."

When SN Timmy couldn't use the eyewash station due to contamination in the water, everyone, as a collective had failed him on board the ship. To prevent situations like this in the future, FloresVelezsaid that some education is essential.

"Read the Safety Manual (5100.19F)," said FloresVelez "Since eye wash stations are considered a first aid measure, the work center's safety petty officers must make sure that the eye wash station is visible, clean, easily accessible, and reliable at all times."

We're close to PIA. Wearing proper protective equipment is important. No one of us want to wind up like SN Timmy.

Wear your safety pro. Wear gloves and goggles. Read every step on the MRC. Don't be a statistic. Stay Safe, Rough Riders!

SEE SOMETHING? SAY SOMETHING!
Any questions you have concerning safety can be addressed with the Safety Office at 01-118-1-Q or J-5006.

AN ALEXIS E. RODRIGUEZ

AIRMAN

HOMETOWN?
CAMUY, PUERTO RICO

WHAT IS YOUR BEST MEMORY IN THE NAVY?

MY BEST MEMORY IN THE NAVY SO FAR HAS BEEN MY VISIT TO SOUTH KOREA BECAUSE I GOT TO EXPERIENCE THE DEEP DIVERSE CULTURE OF THET COUNTRY.

WHO KNOWS YOU BEST?

I WOULD SAY MY MOTHER BUT DURING THIS DEPLOYMENT I'VE MET SOME PEOPLE WHO I'VE CONNECTS WITH.

WHAT IS YOUR FAVORITE PART OF BEING A SAILOR?

MY FAVORITE PART OF BEING A SAILOR IS EXPLORE THE WORLD AND GETTING TO NKOW MORE PEOPLE.

WHAT ARE SOME OF YOUR GOALS ON THIS TOUR?

MY GOAL FOR THIS TOUR IS HELP OTHERS GET MORE QUALIFIED AND PICK A RATE BY THE END OF THE TOUR.

WHO DO YOU LOOK UP TO?

I LOOK UP TO MY GRANDFATHER WHO TAUGHT ME ALL OF MY MAJOR CORE VALUES.

FAVORITE THING TO DO WITH YOUR FREE TIME?

MY FAVORITE THING TO DO IN MY FREE TIME IS GO TO THE GYM, READ AND GETTING TO KNOW NEW THINGS.



ABH3 TYLER HARVEY

AVIATION BOATSWAIN'S MATE (HANDLING)

HOMETOWN?
WEST PALM BEACH, FLORIDA.

WHAT IS YOUR BEST MEMORY IN THE NAVY?

MY FAVORITE MEMORY IN THE NAVY SO FAR HAS BEEN THE HOLIDAY PARTY.

WHO KNOWS YOU BEST?

THE PERSON WHO KNOS ME THE BEST IS MY MOM.

WHAT IS YOUR FAVORITE PART OF BEING A SAILOR?

MY FAVORITE PART OF BEING A SAILOR IS THE ABILITY TO TRAVEL.

WHAT ARE SOME OF YOUR GOALS ON THIS TOUR?

MY GOAL FOR THIS TOUR IS GAIN 20 POUNDS.

WHO DO YOU LOOK UP TO?

I LOOK UP TO MY MOM.

FAVORITE THING TO DO WITH YOUR FREE TIME?

MY FAVORITE THING TO DO IN MY FREE TIME IS GO FOR ADRIVE AND LISTEN MUSIC.



BUILDING THE BACKBONE

Story by MC3 Jadyn Beavers



Every year, hundreds of first class petty officers wait with bated breath to learn if they made the initial selection for chief petty officer- the first step to join a tight-knit community dedicated to upholding the integrity of naval service, the backbone of the United States Navy.

“Once you’re a chief you’re always a chief,” said Chief Aviation Structural Mechanic (Select) Ryan Smith, from Seneca, South Carolina. “Regardless of where you go, you’re always going to have that brotherhood. The bonding you create, the fellowship and the teamwork you build off this entire process. Navy Chief, Navy Pride.”

The chief petty officer role was officially established on April 1, 1893, with most first class petty officers automatically promoting to chief across most rates. The first service-wide examinations for outstanding Chiefs, eligible to promote to the ranks of senior chief petty officer and master chief petty officer, were held on August 5, 1958, with the first promotions going into effect on November 16, 1958. A second round of promotions went into effect on May 16, 1959. After which, promotion to the rank of master chief petty officer had to be done through the rank of senior chief petty officer, signifying the last major change to the three ranks.

“It’s a monumental milestone,” said Chief Legalman Lindsay Small, from Orbisonia, Pennsylvania. “When I got pinned, it wasn’t just about me. It’s that when you become a chief petty officer, you now have a better ability to serve Sailors. Chiefs are a Navy-wide network and once you become a chief, you become plugged into that network.”

Selection for chief is considered by many to be the most complicated of the ranks, involving a much more in-depth look at a Sailor’s accomplishments and their ability to lead. After being selected for chief, selectees go through six weeks of vigorous training to prepare for their new duties, and initiation into the chief’s mess.

“Based on selection, the board has acknowledged that these individuals have the potential to lead at the next level,” said Senior Chief Logistics Specialist Corey Thicklen, from Mobile, Alabama. “But it’s up to the chief’s to start focusing on that potential, bringing it out of them, and we do that by putting them in adverse environments.”

According to Thicklen, a large part of the training process is walking selectees through command programs. As chiefs, they have to be institutional experts as well as being subject matter experts. Leadership styles are taught as well as confidence to prepare selectees for being front and center in their divisions as leaders. Small, a sponsor who takes on a mentoring role for

some of the incoming Chiefs, said she agrees.

“Being a chief is really difficult,” said Small. “Even with six weeks of training, I have failed so many times. We tend to lean into our comfort zones up the ranks to first class. We do lots of things that we’re good at. But as chiefs, we have to do lots of things that we’re not good at. We don’t have a choice, so part of chief season is stepping outside of your comfort zone and getting comfortable with being uncomfortable.”

Of course, the majority of the training chief selects go through is a very well-kept secret within the community.

“You don’t really get to peek behind the curtain until you’re ready to go behind the curtain,” said Smith. “Once the Navy decides you’re ready, you get to go behind that curtain, but until then you have to keep striving to be better.”

At the end of those weeks, selectees reach the culmination point of the pinning, where family members are oftentimes brought on board to pin their anchors, and fellow chiefs place their new cover upon their head.

“It’s such a big ceremony because now they’re crossing over into an organization that many people don’t get the opportunity to come into,” said Thicklen. “It’s a major accomplishment, a major milestone. It’s not an easy task to be there. The families are involved because they sacrifice just as much, if not more.”

Promotion to chief did not always come with some form of initiation or tradition. In fact, for almost the first 10 years after the rank was established, chiefs continued to eat and sleep alongside the first and second class petty officers, not experiencing pay or uniform changes. In 1902, Navy regulations established a separation in mess and berthing for chiefs.

Even with that change, the typical ‘initiation’ of chief season did not exist for almost the first sixty years, chiefs were pinned with little fanfare and joined the mess. However, the current process gives incoming chiefs time to prepare and learn from those before them how to best support their Sailors.

“When you become a chief, it’s not about us anymore,” said Small. “It’s about the team. The tradition of season helps instill that mindset into the future chiefs. It’s not just for the selects of fiscal year 25, it’s for the mess as a whole. It reminds us why we do what we do and why it’s important.”

Chief season has grown and changed over time and varies slightly between commands, influenced by the people in charge of that individual season. However, the ideals and the spirit behind the season remain the same.

“It’s a spirit that’s being passed down from the chiefs that came before us,” said Thicklen. “Past, present and future. We’re instilling that legacy within them. From a traditional aspect, we

bring the spirit. They bring the will and the heart. They’re the heart of the season and it brings everything full circle.”

Over time, initiation evolved to include the more questionable events and activities many people think of when talking about becoming a chief, where some form of hazing was anticipated. However, the Navy grew out of that tradition as well, moving into what Chief Season is known for today- six weeks of intense physical and mental training, designed to challenge chief selects and prove that they have what it takes to lead the next generation of Sailors.

“We like to use the term ‘never forget,’” said Thicklen. “It’s in honor of the people that have given their lives and we remember that, how we got to where we are today. There’s a sense of pride that we’re trying to pass down. Traditions of things that are not forgotten, things that brought the chief’s mess together in the first place. We try to continue to instill that, so that we never lose sight of it.”

Tradition, heritage and history have built up a reputation and a sense of respect that is carried by every chief, regardless of their personal actions. Those that have gone before them have gone forward with courage and sacrifice, the legacy of which every chief honors upon putting on the anchors.

“When you put on anchors and walk into a room, you immediately have a certain level of respect,” said Small. “It’s not because of anything that LNC Small has done, it’s the chiefs that have gone before me for decades. I am carrying on their legacy. I get face value respect just because of that history and heritage, the respect that the rank of chief petty officer holds in our Navy.”

With that given respect, chiefs strive to make choices that will benefit the Navy. Chief season ensures that each individual given the honor of wearing the anchors proceeds to give that legacy the commitment it deserves.

“Chief season is not just for chief selects and for chiefs,” said Small. “It is for the greater good of our Navy. I believe that Chiefs are the backbone of our Navy, and it is best for everyone for us to have a season so that we are pushing out confident and competent chiefs.”

Even with the season in full swing, chiefs and selects have responsibilities to their Sailors that are never ending. Managing their duties within the department while learning to be a chief is one of the struggles they’re faced with.

“A lot of junior Sailors think chief results come out and all the selects, the chiefs mess, they all just disappear,” said Small. “Explaining why the season is important is needed, and so is continuing to be present. You can’t just disappear. Even for me as a sponsor and a committee lead, I’ve explained to my Sailors that while I have an obligation to chief season and it’s important, they are also important. I don’t want them to ever think that what we do on the day to day is suddenly less important now that we’re making chiefs.”

The chief rate has existed for over a century and continues to change and grow with the Navy. Through an intense selection process and even more rigorous training regime, Navy chiefs ensure that the pride and history of that century is carried forward with every chief that joins the mess. The tradition and comradery of the season brings together individuals who strive to support each other and those under their command, giving the Navy the backbone it needs.



RETURN TO HOME PORT

As USS Theodore Roosevelt prepares to return to homeport, here are some things that you can expect from the day we've all been waiting for.

- If you have never been through a homecoming with a ship before, it's a long, hot, loud and crowded day which makes it difficult to sustain a level of excitement for as long as it takes for the ship to pull in and the brow to go down.
- Remember to stay hydrated, as spending long hours outdoors can cause heat casualties.
- If you are fortunate enough to be manning the rails the day we pull in, wear sunblock to prevent getting sunburn.
- You might feel overwhelmed, anxious, or impatient. Spouses, children, family members, and friends might feel that way too. That's normal! Try to manage your expectations.

For any further questions regarding our return to home port, please contact the EIPC, Katie Connellan, at katie.connellan@cvn71.navy.mil or J-Dial: 5007.

How have Sailors shown **GROWTH** on deployment?

"I've gotten better with time management and prioritizing, as well as knowing my job better," said AD2 Nicholas Salazar, from Houston.



"I've had a lot of personal and professional growth. I've gone to the gym and read several books as well as getting to know my job better and getting qualified," said CTT2 Chase Beason, from Arrington, Virginia.



"I've become a lot more patient and better with managing working longer hours," said MM2 Connor Kelley, from Gilford, New Hampshire.



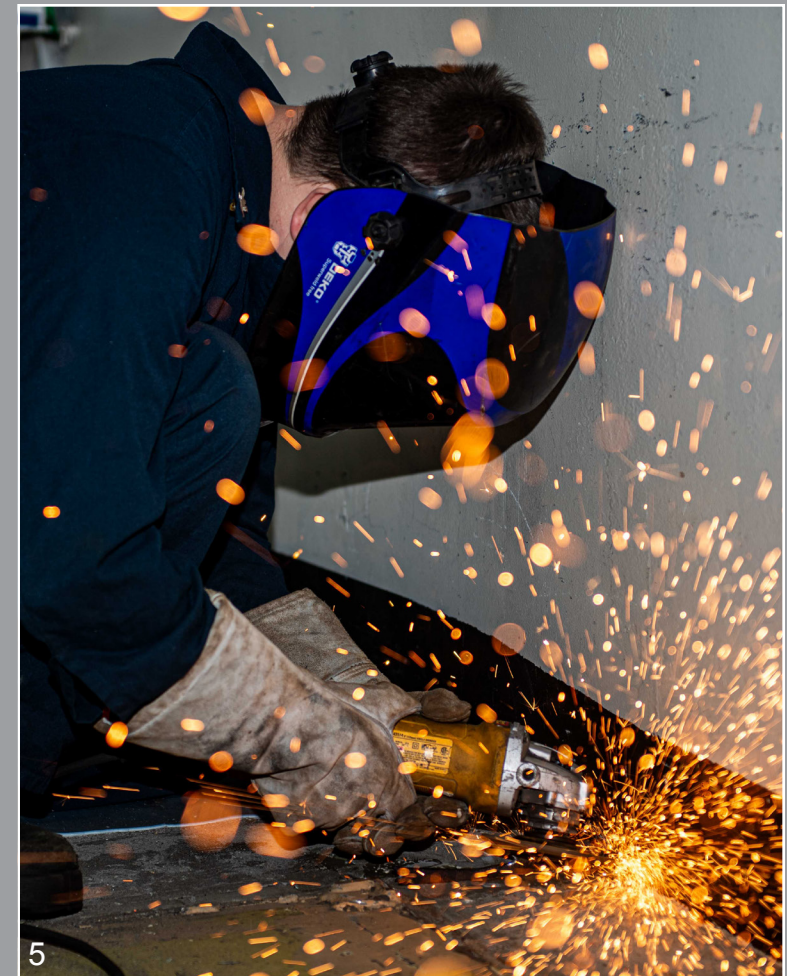
MONTH IN REVIEW



4. U.S. Navy Aviation Ordnancemen watch the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) sails alongside USS Theodore Roosevelt (CVN 71), Aug. 29.

5. A U.S. Navy Hull Technician grinds metal aboard the Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71), Aug. 30.

6. U.S. Navy Sailors spray a firefighting hose during a general quarters drill in the hangar bay, Aug. 15.



1. An Aviation Boatswain's Mate (Handling) signals aircraft on the flight deck, Aug. 6.

2. A U.S. Navy Airman directs a MH-60S Sea Hawk helicopter, attached to Helicopter Sea Combat Squadron 8, as it takes off from the flight deck, Aug. 30.

3. U.S. Sailors assigned to the Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71) and Helicopter Sea Combat Squadron (HSC) 8 conduct a rescue of distressed civilian mariners, Aug. 23.



43 YEARS OF SERVICE

Story by MCC (Sel) Thomas Gooley

Photo by MCSN Ryan Holloway



Forty-three years ago in Chicago, lived a young man named Larry Repass. He was 19 years old and working at McDonald's. One day while driving to work at 4 a.m. on a cold, rainy day, he realized he wasn't sure what he wanted to do with his life. He recalls hearing a commercial sponsored by the Navy that said 'live the adventure' and he thought to himself, 'maybe that will give me some time and space to figure out what I want to do.'

It wasn't even a few days later in 1981, Seaman Recruit Larry Repass found himself at bootcamp enlisted in the U.S. Navy as an operations specialist. That day, some might say, fate and destiny aligned.

"When I joined the Navy, I had never physically seen salt water," said Capt. Larry Repass, commodore of Commander, Destroyer Squadron (DESRON) 23. "Other than, you know, maybe two tablespoons of salt in a glass of water on the counter. When I went and spoke to a recruiter, they had saying called 'kiss 'em and ship 'em' – it wasn't but 48 hours later that I was in boot camp."

From never having seen the ocean, to spending a life time's worth sailing through it, Repass has had quite a remarkable career. Not by his measure, but by those who worked for him and alongside him.

"One of the things that makes Captain Repass' career so unique and extraordinary is the fact that he joined as an E-1 and now is a captain," said Command Master Chief Jeanette Hafer, command master chief of DESRON 23. "I mean, that's incredible. And what is really impressive is that he can literally speak to all of the different pay grades. Who else can do that right now? He can walk down to the mess decks and can talk to an E-1 because he was once that same kid. He can tell you what a chief petty officer is supposed to be doing because he was one. He loves to talk smack to the warrant officers because he was one, and he can walk right into the wardroom and talk to them because he's now one of them. He can relate to so many people across all pay grades because he has been there and he has done that."

His current boss, Rear Adm. Christopher Alexander, commander, Carrier Strike Group (CSG) Nine, attributes Repass' success in large part due to his unrelenting passion he has for the Navy.

"His ability to adapt to all the change the Navy has

experienced over the past four decades and still find success speaks to the fact that he really found his passion," said Alexander. "He found his calling, he found something that he loves doing wholeheartedly. I really believe that the changes don't feel like so much if you are doing something that you love, and Capt. Repass clearly loves what he does."

When Repass first entered the Navy in 1981, he didn't even have a high school diploma. At his first command, he would earn his GED. Later, he would go on to earn his Bachelor of Science degree from Hawaii Pacific University, where he was the top graduate in his class in 2006. Following that he would go on to earn his Master of Science in Operations Research from the Naval Postgraduate School in Monterrey, California.

Despite all of his incredible personal accolades and accomplishments, when asked about his greatest achievements throughout such an illustrious career, his answers always defer to the success of those around him.

"My most rewarding experiences have always been the same," said Repass. "It's when the people that work for me, or with me, succeed. What I'm really most proud of are my unit awards. I've got a stack of Battle 'E's.' I never went to a command or been in command of a unit and not won a Battle 'E.' I take a lot of pride in that. Why? Because that means the team succeeded."

After 43 years in the Navy, Repass has amassed an abundance of sea stories and words of wisdom for which he is infamous for sharing when his team needs to hear them the most.

"One of my favorite quotes from him is 'when people are concerned about you, it's time for you to get concerned about you,'" said Hafer. "In his own special way, because he is gruff, it just shows he truly cares about the team, and he cares about the Sailors."

Lt. Cmdr. Jason Vedder, Theodore Roosevelt's combat systems information officer who has worked with Repass at DESRON 23 and now aboard Theodore Roosevelt, shares Hafer's admiration for Repass' ability to put things into perspective with notorious, well-timed words of wisdom.

"We had a quote book that we kept in the office for anything that came up in conversation, and absolutely Capt. Repass had the most quotes in there," said Vedder. "They range from random quotes to quotes we've actually made patches out of. One of my favorite quotes from him is, 'sometimes you get the shaft, and sometimes you get the

elevator.' I think he said that after we got called back out to sea and missed out on a 96-hour liberty. The quote was just so well timed and exactly what the team needed to hear in that moment."

Repass has commanded three ships during his time in the Navy to include two littoral combat ships – USS Independence (LCS 6) and USS Coronado (LCS 4) – and the guided-missile destroyer USS Prebble (DDG 88). Currently, he commands DESRON 23 where he is responsible for four total ships in CSG-9. These experiences have kept him coming back to serve again and again for the same reason.

"Leading and inspiring teams to success," said Repass. "That's the job, and there is nothing else like it anywhere else in the world. Nobody else is going to let you do it like the Navy will. Ships don't do anything; they're inanimate objects. Ships are the people. If you train, educate and ensure the success of the Sailors... well, there's no better experience in the world."

Repass' drive and merciless pursuit of team success doesn't come without great personal sacrifice – being separated from the people he loves most in this world. He is married to his wife of 27 years with whom he shares a son. At the end of the day, his call to duty starts and stops with them.

"I got married 27 years ago to my wife when I was still a chief," said Repass. "Later on, after I got my degree, I considered getting out and going to do something else. I took some job interviews and considered getting out, but for the benefit of my family, staying Navy by far was the most attractive option. They offered the most opportunities for myself and my family. Being an officer in the Navy is a very difficult job I don't want to short sell that. The Navy asks us to make difficult, sometimes emotional gut-wrenching decisions that require superb judgement... this is a physically and emotionally exhausting job. But being married to my wife kind of made it all worth it because not under God's green earth could I do this job without her"

Quantifying the amount of people Repass has touched, led or worked with seems almost impossible. Even figuring out the sheer number of uniform changes he's experienced in his storied career is quite the daunting task. Unearthing what has driven him to serve his country and our Navy honorably for these past 43 years, well, that's easy. Talk to him for 30 seconds, listen to his love for the Navy pour out, and relish in the presence of a man who found his calling in life.

USS THEODORE ROOSEVELT CELEBRATES:
SEPTEMBER 15 - OCTOBER 15



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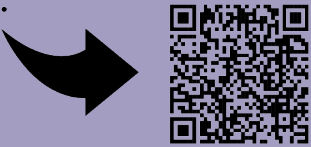
PREPARE FOR
EXAMS



How do you Study?

Simple tips to assist in studying for your advancement exam:

- Integrate studying into your work, utilizing notes or self-driven tests between jobs or downtime.
- Go over material with peers. Fellow Sailors will correct misconceptions and provide feedback.
- Get adequate sleep. Your ability to absorb and retain information is highly dependent on mental readiness and acuity.
- Make use of tools such as study guides and flash cards.
- Use BIBS! In-rate study material available online for all personnel to use that can be found through Quicklinks.



Best of luck to all test takers! Remember to eat breakfast before your test and stay motivated.

Your career is in your hands.



A U.S. Navy Seaman fires a shot line during a fueling-at-sea aboard the Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71), Aug. 31.

