

April 2012

USS GEORGE H.W. BUSH (CVN 77)

# AVENGER



VOLUME 3 ISSUE 2



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**CNO Visits CVN 77**

**Plus:**

**Sexual Assault Awareness Month  
First landing: MV-22 Osprey**

From the Command Master Chief

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Greetings GHWB Families and Friends!

We are well into spring and the beginning of this year has proven to be one of great success!

GHWB Sailors continue to work hard and set the bar for others to follow. GHWB took top honors when we were recognized as the US Fleet Forces 2011 Battenberg Cup recipient, an award presented annually to the ship or submarine selected by the fleet commander as the best all-around ship in the Atlantic Fleet based on crew achievements. Our efforts were awarded earlier in the year when the ship made a clean sweep and garnered every Department "E" while being recognized as Commander, Naval Air Force, Atlantic, Battle Efficiency winner for 2011. Additionally, your Sailors were awarded the Admiral Flatley Memorial Award, an award given to the top aircraft carrier and associated air wing, based on their overall safety record. GHWB Sailors seem to have a distinct swagger in their step, as well they should. It is truly an amazing crew that has consistently met or exceeded every expectation placed upon them and, in true GHWB fashion, never failed to lead the fleet.

Since our return from deployment, the ship's schedule has changed on what seems like a weekly basis. With so much time

spent underway this spring and little time spent at home with family and friends, your Sailors have managed to stay focused on the ship's mission and have gone above and beyond expectations to ensure that every task is finished on time and safely. It is your everlasting support and patience that enables all of these tremendous milestones.

Since January, nearly all of our underway missions have been carrier qualifications. These are qualifications that pilots must achieve in order to land aircraft on the flight deck of a carrier. We have worked with pilots from both the Atlantic and Pacific Fleets, and have had huge success in each and every one of these tasks.

On the horizon is our planned incremental availability (PIA) period, which is a summer maintenance period necessary to keep our ship working like new. During this period your Sailors will have more time at home than the past few months, however, the busy schedule will continue and these Sailors still need the same support you have given thus far.

Your continued support of your Sailor and our Navy is truly appreciated by all hands, and I cannot extend my gratitude far enough. I wish you all well and we will see you soon!

Sincerely,

CMDCM(SW/AW) Dave Colton  
Command Master Chief



Quartermaster 3rd Class Jason X. Pabon prepares to signal the position of the aircraft carrier USS George H.W. Bush (CVN 77) to the Military Sealift Command dry cargo and ammunition ship USNS Lewis and Clark (T-AKE 1) during an ordnance transfer. Photo by MC3(SW/AW) Leonard Adams Jr.



### On the cover:

Aviation Boatswain's Mate (Handling) 3rd Class Christopher W. Landrum directs an MV-22 Osprey on the flight deck during test operations. Photo by MC3(SW/AW) Leonard Adams Jr.



## CNO Visits CVN 77

Chief of Naval Operations, Adm. Jonathan Greenert visited the crew of USS George H.W. Bush (CVN 77) and conducted an all hands call that provided Sailors on board the ship, as well as from around the area, an opportunity to communicate directly with the Navy's most senior officer, April 13.

Among the topics discussed during the all hands call were Operational Tempo (OPTEMPO), educational benefits, and Enlisted Review Boards (ERBs). However to kick-off the event, Greenert laid out three key points that he called "Sailing Directions," that are a model of how the Navy intends to operate going forward into the future:

- War fighting is first
- Operate forward
- Be ready

"As we go forward, I want you all to focus on these three things," Greenert said. "As you do that, I want you to be confident in what you do and work together as a group to accomplish the tasks set before you."

Greenert also took the opportunity to discuss Sexual Assault Awareness Month (SAAM), which the Department of Defense recognizes every April, and to encourage Sailors to remain diligent and committed to preventing sexual assaults.

"You've got to live by your ethos and respect your shipmates," Greenert said. "Don't become a bystander. If you see something, intervene."

In addition to the question and answer opportunity, Greenert also conducted a re-enlistment ceremony for 15 Sailors from various ships and commands.

"This was my very first re-enlistment and to have the CNO conducting the ceremony was a great honor," said Hospital Corpsman 3rd Class Steven Gajouski from Sewell's Point Branch Medical Clinic Norfolk. "I feel very fortunate to have had this opportunity."

Chief of Naval Operations (CNO) Adm. Jonathan Greenert talks to Sailors in the hangar bay. The CNO addressed Sailors and Marines about current and future Navy policies. Photo by MCSN(SW/AW) Brian Read Castillo.



# **diesel** **POWER**

**How do you perform a fuel injector change out on a U.S. Navy aircraft carrier's 16-cylinder emergency diesel generator?**

**Ask someone from Reactor Auxillaries. They'll know.**

Engineman Fireman Raishaun Sylvasnette, top, Engineman 2nd Class Melvin Watkins, left, and Engineman 3rd Class Jeffery Keeney, right, perform fuel injector maintenance on an emergency diesel generator.

Story by MC2(SW/AW) Joshua K. Horton  
Photos by MCSA Benjamin Kelly



## Man your diesels

Sailors assigned to USS George H.W. Bush (CVN 77) Reactor Department Auxiliaries Division (RA) recently had their skills put to the test, as they were asked to perform a fuel injector change out on two 16-cylinder emergency diesel generators.

The Sailors' opportunity to prove themselves took place during a planned evolution in which the ship underwent a magnetic treatment (DEPERM) designed to reduce the magnetic signature of the ship. "We secured power to the number one and two reactors and began using the emergency diesel generators to supply power throughout the ship," said Chief Engineman Shane Mott, Leading Chief Petty Officer, Reactor Department RA Division.

Normally, the fuel injector change out procedure is conducted by specially trained diesel inspectors; however, none were present during DEPERM. With this knowledge in hand, Sailors had to rely on their training and knowledge of the generators to complete the maintenance on their own. If done correctly, they would be the first Sailors in the Fleet to perform this maintenance without assistance.

Since the event was scheduled to last approximately five days, the generators would require periodic maintenance in order to keep them running properly. As a result, watch teams were assigned to monitor the generators 24 hours a day to ensure the generators were operating at optimal efficiency. Teams of five rotated on a five hours on, 15 hours off

rotation for the entirety of the event.

When DEPERM concluded, the evolution was deemed a success and Reactor Department Sailors proved they had the ability to complete a specialized maintenance procedure that is normally reserved for experts.

"Our guys welcomed the challenge," said Chief Warrant Officer Michael L. Mendez, Reactor Mechanical Technical Assistant. "Not only were they able to do the maintenance, but they did it better than anyone has before."

"We've got such a young division," Mott said. "It's amazing that the average age of these Sailors is only 22, but our senior leadership continues to push increased knowledge and personal development. I think that's had a positive effect on everyone here."

Above: Engineman 3rd Class Jeffery Keeney examines a fuel injector on an emergency diesel generator.  
Right: Engineman 2nd Class Melvin Watkins, Engineman 3rd Class Adrian McGrue, and Fireman Startesha Holmes performs fuel injector maintenance on an emergency diesel generator.



Success isn't new to the Reactor Department Sailors aboard CVN 77. The pride that these individuals take in their work and the professionalism with which they conduct themselves has already gained the department a positive reputation around the Navy. In the past year, the nuclear training team deemed the CVN 77 Reactor Department, RA division, the top RA division in the Fleet.

"We take pride in what we do," said Mendez. "Now we are beginning to be recognized around the Fleet for that."

# DEPERM

Story by MC2(SW) Brian M. Brooks

The aircraft carrier USS George H.W. Bush (CVN 77) successfully completed a magnetic treatment (DEPERM) March 1. The ship traveled to the Lambert Point Magnetic Treatment Facility located near Portsmouth Naval Shipyard to undergo the demagnetization process.

"DEPERM is used to change the magnetic signature of the ship in order to reduce its vulnerability to magnetic influence sea mine detection," said Master Chief Machinist's Mate Chris Michalek, George H.W. Bush Engineering Department's leading chief petty officer.

The DEPERM process required more than 9,000 feet of cables in order to produce high and low electromagnetic fields which affected the surrounding ferrous metals, such as steel and iron, and changed the magnetic signature of that metal, said Chief Warrant Officer 4 Danni Rogers, the DEPERM Facility Officer in Charge and former crew member aboard

George H.W. Bush.

The planning for this magnetic treatment began in November 2011 in order to determine the number of cables, personnel, and time needed for the ship to complete the process.

According to Lt. Andrew Wrobel, the Electrical Officer aboard George H.W. Bush, more than 140 cables were required to wrap the exterior of the ship from bow to stern and from the bottom of the keel to the top of the island in order to complete the process. Eighty-six of the cables were pre-staged in the crib of the DEPERM facility stretching from the piers on the port and starboard sides of the crib with the majority of the cable underwater awaiting the ship's arrival.

Approximately 750 Sailors were required to physically haul the cables around the ship. Once the cables were in place and successfully tested, low and high voltage currents passed through the cables for about nine hours to complete the treatment process.

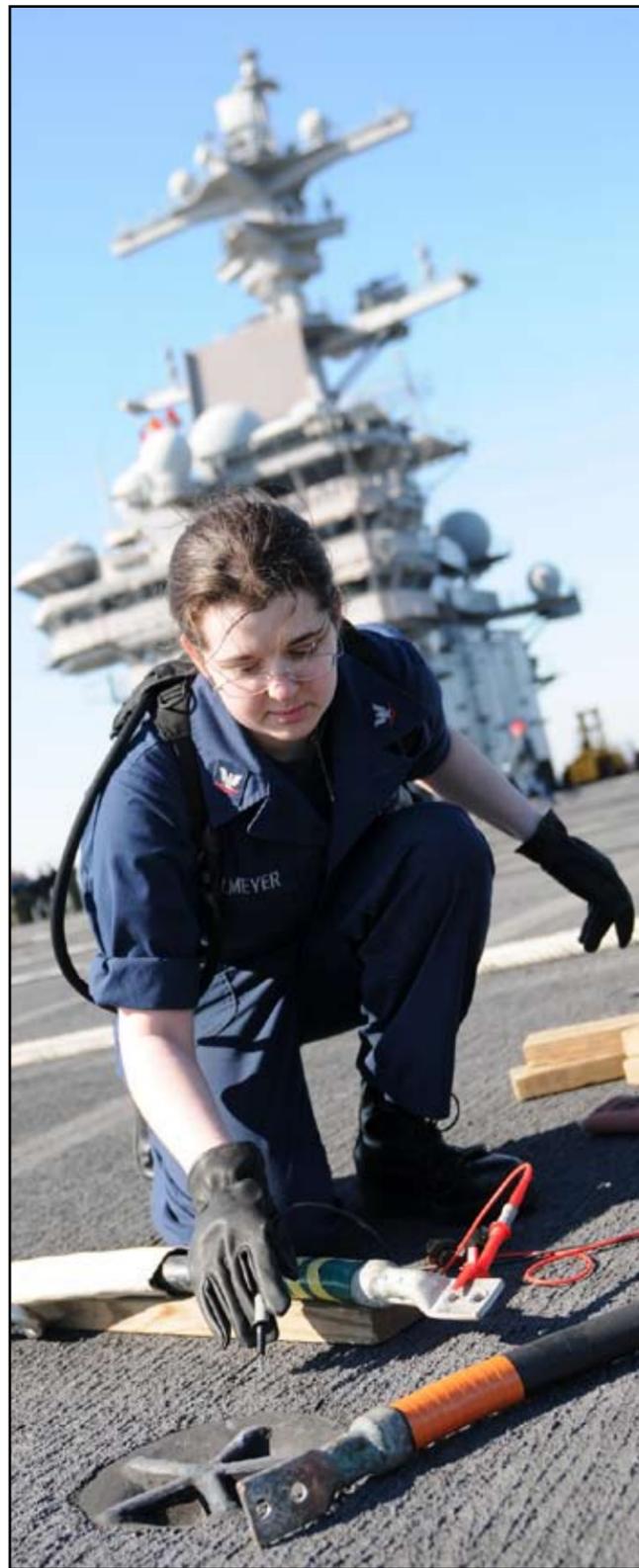
George H.W. Bush was scheduled for a five-day berth at the treatment facility but was able to accomplish the task in record time.

"Most ships complete this process anywhere from six to 10 days but we were able to finish in three," Wrobel said.

"Believe me when I say this is an incredible feat. The last ship that came through here took nearly seven days," Rogers said. "This ship has a great reputation and it is going to continue to do great things."

George H. W. Bush crew members also echoed Rogers praise.

"The Sailors did a great job and stayed motivated the entire time," said Chief Aviation Boatswain's Mate (Handling) Lester Cruz, one of the working party supervisors. "This is my third time participating in DEPERM and this was by far the fastest and safest one I've been a part of."



**Above:** Electrician's Mate 3rd Class Erikka M. Dallmeyer tests the conductivity of a de-energized cable on the flight deck. Photo by MCSN(SW/AW) Brian Read Castillo. **Top Right:** De-energized electric cables lay on the flight deck in preparation for a magnetic treatment (DEPERM). Photo by MC2(SW) Brian M. Brooks. **Right:** Commanding Officer, Capt. Brian E. Luther heaves a de-energized cable alongside Sailors on the flight deck. Photo by MCSN(SW/AW) Brian Read Castillo. **Left:** Sailors handle de-energized electrical cables on the flight deck. Photo by MC2(SW/AW) Timothy Walter.

# OSPREY



## First Landing: MV-22 OSPREY touches down on CVN 77

1. An MV-22 Osprey takes off from the flight deck. Photo by MCSN(SW/AW) Brian Read Castillo.  
2. Aviation Boatswain's Mate (Handling) 3rd Class Christopher W. Landrum signals an MV-22 Osprey to land on the flight deck. Photo by MCSN(SW/AW) Brian Read Castillo.  
3. An MV-22 Osprey Maneuvers on the flight deck. Photo by MC2(SW) Brian M. Brooks  
4. Aviation Boatswain's Mate (Handling) 2nd Class David J. Casados communicates tie-down of an MV-22 Osprey on the flight deck. Photo by MCSN(SW/AW) Brian Read Castillo.





3.



1. Aviation Boatswain's Mate (Handling) 3rd Class Michael S. Alves signals an MV-22 Osprey to land on the flight deck. Photo by MCSN(SW/AW) Brian Read Castillo. 2. An MV-22 Osprey maneuvers on the flight deck. Photo by MCSN(SW/AW) Brian Read Castillo. 3. An MV-22 Osprey taxis on the flight deck. Photo by MC3 Maria Rachel D. Melchor. 4. Aviation Boatswain's Mate (Handling) 3rd Class Christopher W. Landrum directs the landing of an MV-22 Osprey on the flight deck. Photo by MCI(SW/AW) Joseph R. Vincent.



**ALCOHOLISM**  
IS A PATH PAVED WITH

**PAIN**

**ISOLATION**

**SOLITUDE**

**HOPELESSNESS**

**LOSS**

**REMORSE**

**REGRET**

**VIOLENCE**

**ANXIETY**

**FRUSTRATION**

**SHAME**

**AND**

**THE END**

**OF YOUR NAVY CAREER.**

Story by MCSN(SW) Cody A. Ford  
Photo illustration by MC2(SW/AW)  
Joshua K. Horton

This is not your grandfather's Navy—the Navy has changed and continues to change every day. With the arrival of programs like Perform to Serve (PTS), Sailors in the Navy today who find themselves charged with an alcohol-related incident (ARI) have little to no chance of being retained. For these modern day service members, it's more important than ever to know and understand the consequences of poor decisions related to alcohol. Luckily, Drug and Alcohol Program Advisors (DAPA) are there to help.

DAPA is the direct link to the Commanding Officer in regards to ARIs or people who are seeking treatment for substance abuse.

Chief Aviation Electrician's Mate (AW/SW) Daniel V. Lucero, the command DAPA on board George H.W. Bush, considers alcohol abuse to be a very serious issue not just in the Navy, but in society as a whole.

"We are only catching a handful of the abuse and dependency problems," said Lucero. "There are probably more people out there drinking in excess than what we get involved with because of the glamorization of alcohol. It's simply a societal problem."

DAPA plays a vital role in preventing Sailors from making career-ending mistakes. They provide several treatment plans for substance-dependant Sailors, as well as educational courses to inform Sailors on the dangers of drugs and alcohol.

"If someone feels they are having issues we can set them in the right direction whether that be with counseling, treatment, or even simple suggestions on how they can better themselves," said Lucero.

DAPA provides training courses that are available for Sailors and departmental supervisors, such as Alcohol Aware—a program designed to deglamorize alcohol and help people understand the seriousness of alcohol abuse.

"Any department can give us a call if they would like us to do special training, we are more than happy to do that," Lucero said.

Even though DAPA works hard to prevent as many ARIs as possible, Lucero believes the best chance Sailors have of eliminating alcohol problems is to look out for shipmates.

"I am only one guy so I cannot be with every Sailor all the time," said Lucero. "Ultimately, it is up to individual Sailors to look out for each other."

Lucero encourages Sailors to look out for one another and to pay attention to possible signs of alcohol abuse.

"A person suffering from an alcohol problem may show a variety of symptoms but the key symptoms include: showing up late to work and seeming withdrawn, agitated or anxious," said Lucero. "Obvious signs include a constant smell of alcohol on an individual, and even financial problems are typically key factors."

Even though substance abuse affects individuals, it also affects families, coworkers and the Navy as a whole.

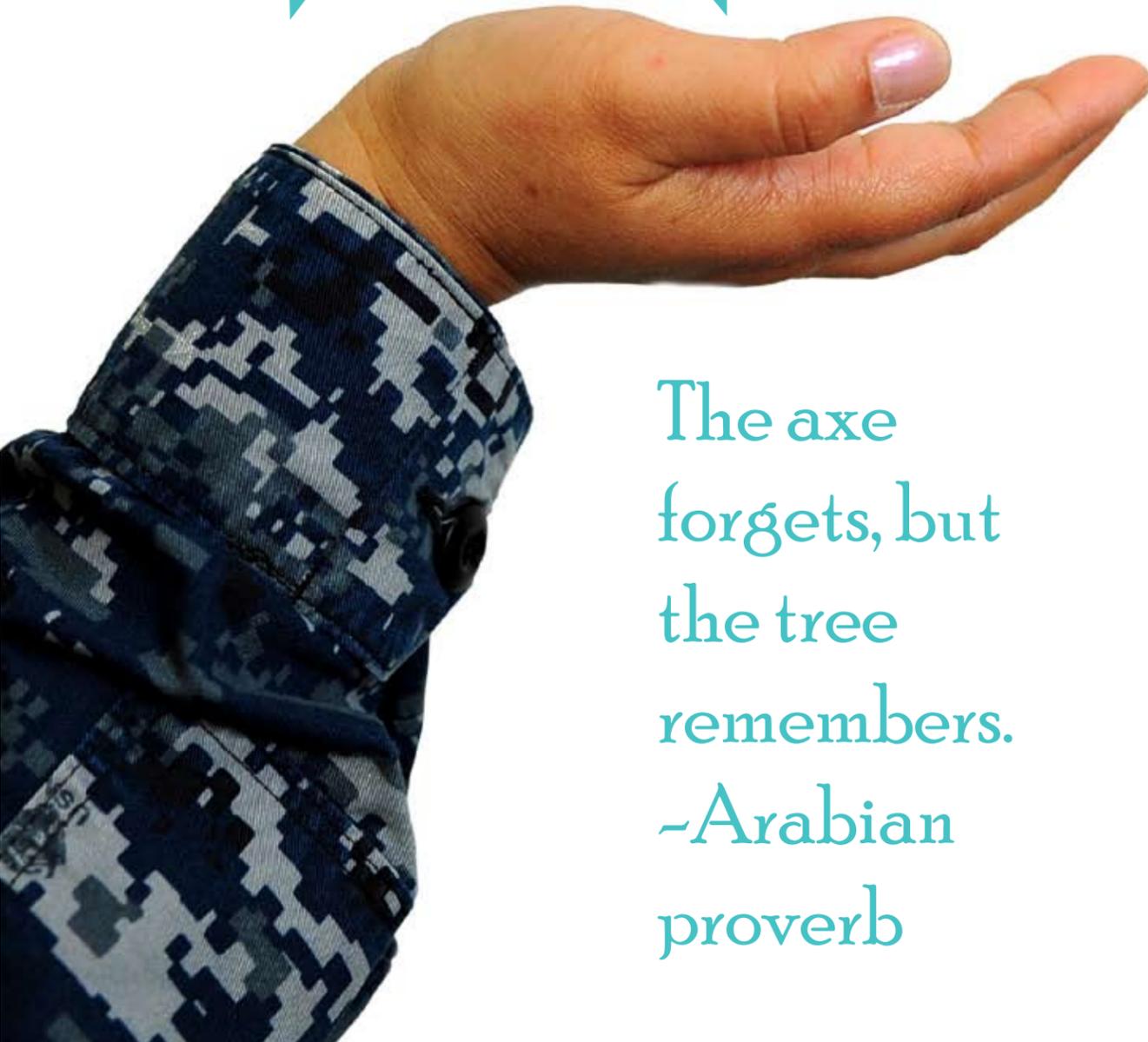
"Once people start getting kicked out and Sailors are forced to work extra hours due to the lack of manpower, I think that's when it will really sink in and force people to think about the consequences of irresponsible drinking," said Lucero.

For more information on alcohol and substance abuse contact DAPA at J-5243.

# SAPR

## SEXUAL ASSAULT PREVENTION AND RESPONSE

Story by MC2(SW/AW) Joshua Horton  
Layout by MC3(SW) Kevin J. Steinberg



The axe  
forgets, but  
the tree  
remembers.  
-Arabian  
proverb

Leadership aboard USS George H.W. Bush (CVN 77) is taking the time to stress the importance of sexual assault prevention and response as part of an ongoing campaign intended to educate Sailors and boost awareness throughout the Navy.

The Department of Defense (DOD) Sexual Assault Prevention and Response (SAPR) theme is “Hurts one, affects all.” It conveys the message that sexual assault has far-reaching effects on the victim of an assault and the Navy’s mission-readiness.

“If within our command we have a shipmate who is a victim, it will also affect the command’s morale,” said Ship’s Serviceman 1st Class (SW/AW) Laura Clarke, a SAPR victim advocate. “It will result in institutional costs and the possible loss of the Sailor who committed the assault. Many times, the victims end up leaving the Navy, therefore affecting our overall mission readiness.”

In an address to the crew via the ship’s internal television system, George H.W. Bush Commanding Officer, Capt. Brian Luther, said the statistics dealing with sexual assault are alarming.

“Statistically, one in every six women has experienced a sexual assault,” Luther said. “And the type of emotional stress that a situation like this creates for our Sailors is not acceptable and will not be tolerated. It is never ok.”

In order to do their part to raise awareness about and aggressively prevent sexual assaults, CVN 77 personnel are instituting various forms of sexual assault training throughout the month of April. The ship has been running a two-hour training video on the ship’s internal television system daily and has printed several informational posters, all designed to create an environment in which sexual assault is not tolerated. Additionally, CVN 77 has conducted an organized two-hour, ship wide stand down on April 20, in which Sailors interacted and discussed the subject of sexual assault with leadership within their respective departments.

“The goal is to get everyone involved,” Clarke said. “All of these events are designed to promote awareness and clear up the misconceptions associated with sexual assault. The more Sailors we reach, the closer we are to achieving that goal.”

A key message for Sailors who have experienced sexual assault, Clarke said, is to know that they are not alone and that their local SAPR representative is always available to help. Accordingly, SAPR will help raise awareness among Sailors about the options available to them should they find themselves a victim of sexual assault.

“No matter how a Sailor wants the situation to be handled, restricted or unrestricted, they can always contact one of the command’s victim advocates,” said Chief Information Systems Technician (SW/EXW) Karen Cannon, CVN 77 SAPR representative. “Remember, our ultimate goal is to create a culture based on professionalism, respect, and trust, where sexual assault is eliminated and never tolerated.”

To further spread the message, Chief of Naval Operations Adm. Jonathan Greenert took the time to address Sailors while conducting an All Hands Call aboard the ship April 13, emphasizing that preventing sexual assault is an all-hands evolution which should not be taken lightly.

“You’ve got to live by your ethos and respect your shipmates,” Greenert said. “Don’t become a bystander. If you see something, intervene.”

By working together, Sailors Navy-wide can prevent and respond to incidents involving sexual misconduct and deter them from happening again.

“We will not tolerate sexual assault,” Cannon said. “Sexual assault is my problem, your problem and our problem. We challenge all Sailors to be vigilant in addressing their range of behaviors leading to sexual assault.”

# Commander, Naval Forces Atlantic Ship Handler of the Year

Story and layout by MCSN(SW) Cody A. Ford  
Photos by MCSN(SW/AW) Brian Read Castillo



**C**ommander, Naval Air Forces Atlantic recognized 2011 Ship Handler of the Year, Lt. Eric Andrews, Assistant Navigator aboard USS George H.W. Bush (CVN 77), March 28.

The award recognizes Andrews for his outstanding performance as primary navigation assistant and conning officer aboard CVN 77.

“There are many individuals on this ship who are as equally deserving of this award,” Andrews said. “To be chosen like this, it’s a real honor.”

Andrews has served as the Assistant Navigator of George H.W. Bush since March 2011. He played a vital role in navigating the ship during many of its most difficult evolutions, including restricted maneuvering and underway replenishments. Andrews also helped plan and process each of the ship’s underway periods.

“Probably his most impressive achievement was our port visit to Bahrain,” said Cmdr. Willard Cox, Navigator aboard George H.W. Bush. “The senior Bahraini pilot who took us in told the Captain and I that Andrews was the best conning officer he had worked with and that pilot had worked with every carrier that visited Bahrain over the past several years.”

Andrews acknowledged that without the help of his shipmates, he may not have been able to win the award.

“There are over 25 people on this ship who stand watch on the bridge and I have learned something from every single one of them,” Andrews said.



## Admiral Flatley Memorial Award

• Story and Layout by MCSA Benjamin Kelly •



**T**he USS George H.W. Bush (CVN 77) and Carrier Air Wing 8 (CVW 8) team was recently recognized as the recipients of the Admiral Flatley Memorial Award, a safety award presented to the top aircraft carrier and associated air wing team.

The award is based on the overall safety record, including the number of Class A and B mishaps experienced by the ship and air wing, their exposure to hazards during the year, and a type commander assessment of the ship’s safety program; including an evaluation of Operational Risk Management (ORM) readiness. All major areas have equal weight in determining the final winner.

“A lot of safety is ORM driven,” said Cmdr. Patrick Honeck, the ship’s Safety Officer. “Along with ORM, we also monitor 18 different Navy Safety and Occupational Health programs on board - everything from eye hazards, hearing protection, electrical safety and heat stress, to inspections of all of the ladders, trunks, hatches and non-skid aboard the ship.”

The Naval Safety Center considers every aspect of the yearly safety record from all of its applicants, to include the number of days each ship was deployed, the total number of flight hours flown and the total number of arrested landings. Class A and B mishaps include serious personal injury or death and larger material property damage.

“This was a team effort,” Honeck said. “The efforts of the strike group, air wing and ship’s company combined led to us earning the award. To keep the ship and crew safe

on deployment we focused on a lot of different areas like the proper use and storage of hazardous materials (HAZMAT) in order to avoid some of the problems experienced by other ships in the past. We made the full set of work-ups and our entire deployment with no Class A or B mishaps.

CVN 77 may not be in contention for this award in 2012 because the air wing will not be embarked, and there will be a significant amount of time spent in a shipyard maintenance period. In addition to a great safety program and record, a ship needs to have a work-up cycle and/or deployment in that reporting year to be competitive. Being forward deployed and having a high number of mishap-free sorties are all contributors to improving the team’s statistics leading to the award.

“2013 or 2014 could be a great opportunity to win it again,” Honeck said. “We will be completing work-ups and going on deployment. That will aid in the exposure piece of the competition and help our chances to win again. The time spent safely underway provides the best way to stay on top.”

Keeping our Sailors safe and protecting essential equipment is paramount in being able to properly conduct our mission.

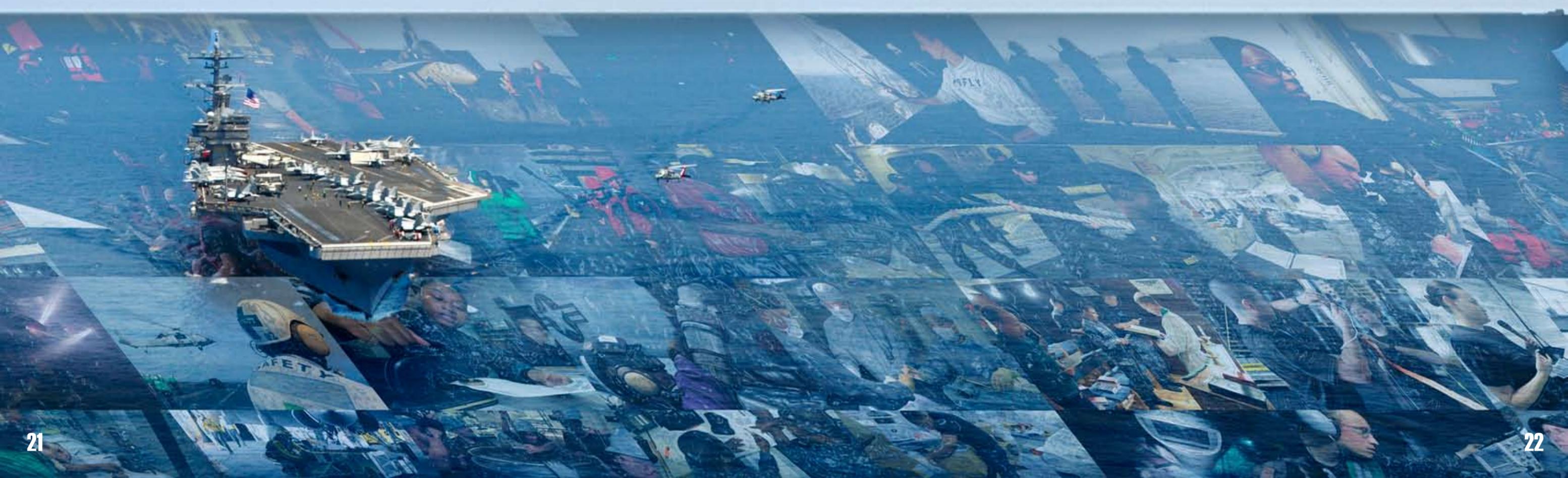
“Not breaking airplanes or hurting people is the cornerstone of readiness,” Honeck said. “It shows our ability to do our job both effectively and professionally when we operate mishap free.”

# USS GEORGE H.W. BUSH (CVN 77) 2011 BATTENBERG CUP RECIPIENTS



**Commander Fleet Forces Command announced USS George H. W. Bush (CVN 77) as the winner of the Battenberg Cup for 2011. The Battenberg Cup award is presented annually to the ship or submarine selected by the fleet commander as the best all-around ship in the Atlantic Fleet based on crew achievements.**

**GHWB beat out Naval Surface Forces Atlantic nomination, USS Leyte Gulf (CG 55), and Naval Submarine Force Atlantic, USS New Hampshire (SSN 778).**



Sailors prepare to launch an F/A-18C Hornet, assigned to Strike Fighter Squadron (VFA) 37, from the flight deck. Photo by MC3(SW) Kevin J. Steinberg.

