

March 19, 2012

USS GEORGE H.W. BUSH (CVN 77)



AVENGER

VOLUME 3 ISSUE 5

DEPERM

Plus:
Navy Marine Corps Relief Society
Coming soon: Spring PFA
and
DAPA



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Throughout the month of March, donations will be accepted on board USS George H.W. Bush (CVN 77) to support the Navy-Marine Corps Relief Society (NMCRS) in their mission to assist service members in need.

The NMCRS is funded solely by donations, which are used to help service members in times of financial need with interest-free loans and grants. Last year, NMCRS assisted more than 400 George H.W. Bush Sailors.

As the ship's NMCRS representative, Air-Traffic Controller Senior Chief (AW/SW/FMF) Ryan Flauta says it's important for everyone to give back.

"It's better to give now, because you never know when you might need help," said Flauta. "Supporting this cause means you are supporting your shipmates."

Flauta knows firsthand just how lucky Sailors are to have the NMCRS on their side. When his grandmother passed away three years ago and he needed to fly to Guam, the ticket totaled more than \$2,000. Fortunately, NMCRS was there to loan him the money he needed to make the trip.

"They did their best to make it all a worry-free process," said Flauta. "I'm grateful for them, and very passionate about giving back what I can."

Last year, over \$160,000 in loans and grants were distributed to crewmembers while approximately \$48,000 was returned in donations. This year's goal is to match what was previously taken.

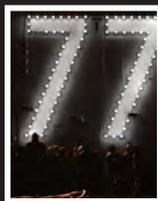
Games and contests including March Madness brackets, BINGO, and a chili-cook off are planned, with all proceeds being donated to NMCRS. Another option is for Sailors to bring their empty soda cans to the station in hangar bay three. The Junior Enlisted Association will take the cans to be recycled, and donate the profits to NMCRS. Sailors may also set up an allotment to come directly from their paycheck, with a minimum donation of one dollar a month.

"We are the best carrier in the fleet," said Flauta. "We want to remain the best in all aspects and donating as much as we can to this cause is an awesome way to show our ship pride."

LEND A HELPING HAND

Navy Marine Corps Relief Society

Story by MC3 Derrik Noack
Photo by MC2(SW) Brian M. Brooks



On the cover:

Sailors gather on the flight deck in preparation for a magnetic treatment (DEPERM). The DEPERM process reduces the electromagnetic signature of a ship in order to limit its exposure to undersea mine detection. Photo by MCSN(SW/AW) Brian Read Castillo.



MATRIX **2012**

PFA

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

PT

Good for you, good for me!

It's almost time again for Sailors to show the Navy what they've got when it comes to PT. The Navy's bi-annual Physical Fitness Assessment (PFA) is scheduled for May 7-24, beginning with the Body Composition Assessment (BCA) while the crew is underway, followed by the Physical Readiness Test (PRT) portion which will be held at the Naval Station Norfolk parade field once the ship returns to homeport.

The PFA is intended to promote mission readiness and healthy living, and is an integral part of a successful Navy career. It is important that Sailors prepare for the PRT so as to optimize their performance. Three failures in a four-year period will result in a Sailor being processed out of the Navy, however, Aviation Boatswain's Mate (Handling) 1st Class (AW/SW) Edwin Perez, Assistant Command Fitness Leader, says that due to new Navy programs such as Perform-to-Serve, a single PFA failure can have a negative impact on a Sailor's record, and can diminish their chances of being retained.

"Think about why you joined the Navy; to succeed and better yourself," said Senior Chief Aviation Boatswain's Mate (Handling) (AW/SW) James Magee, Command Fitness Leader (CFL). "Nobody joins the Navy to fail."

One goal of the Navy PT program is to help everyone stay physically fit so they can live a long, healthy life. The PFA simply assesses an individual's ability to maintain their fitness level.

Perez said it's easy to fall behind, so continuing a fitness program all year is vital to the success of both Sailors and the Navy's mission readiness.

"The PFA should not be on the back burner for Sailors," said Perez. "Maintaining a healthy lifestyle is not just to be able to stay in the Navy, it's a big part of living a good life. Physical fitness is also a very good stress reliever."

In order to better prepare, all hands are encouraged to use the cardio rooms, spin room, strength gyms, and exercise equipment.

"We've got a wide variety of classes and instructors," said Anthony Benning, MWR Fitboss. "We have group exercises going on, at least two or three each day, along with the CFLs to guide Sailors in the right direction if they need help."

Going into the PRT, Sailors should know what numbers they need to pass. However, don't aim for the minimum. Know what the baseline is and set a personal goal higher than the minimum requirements.

"Always strive for something higher," said Benning. "Something that will start being looked at on evals is how well you do on the PRT."

Training underway is a great way to improve physical readiness and can make the difference in maintaining a healthy lifestyle.

"Physical fitness is not optional," said Magee. "It is mandatory to complete the mission we're out here to complete."

For more information contact

ABHCS Magee
Command Fitness Leader
J-6765

AECS Rivers
Assistant Command Fitness Leader
J-5260

ABH1 Perez
Assistant Command Fitness Leader
J-6767

or your departmental CFL

EVENT NOTICE!

Spartyka Wounded Warrior 5k

Date: Wednesday, March 28

Time: 1400

Location: Flight Deck

For more information, contact the
Fitboss by email at
benninsa@cvn77.navy.mil
or ABHC (AW/SW) Cruz at
cruzlc@cvn77.navy.mil

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.

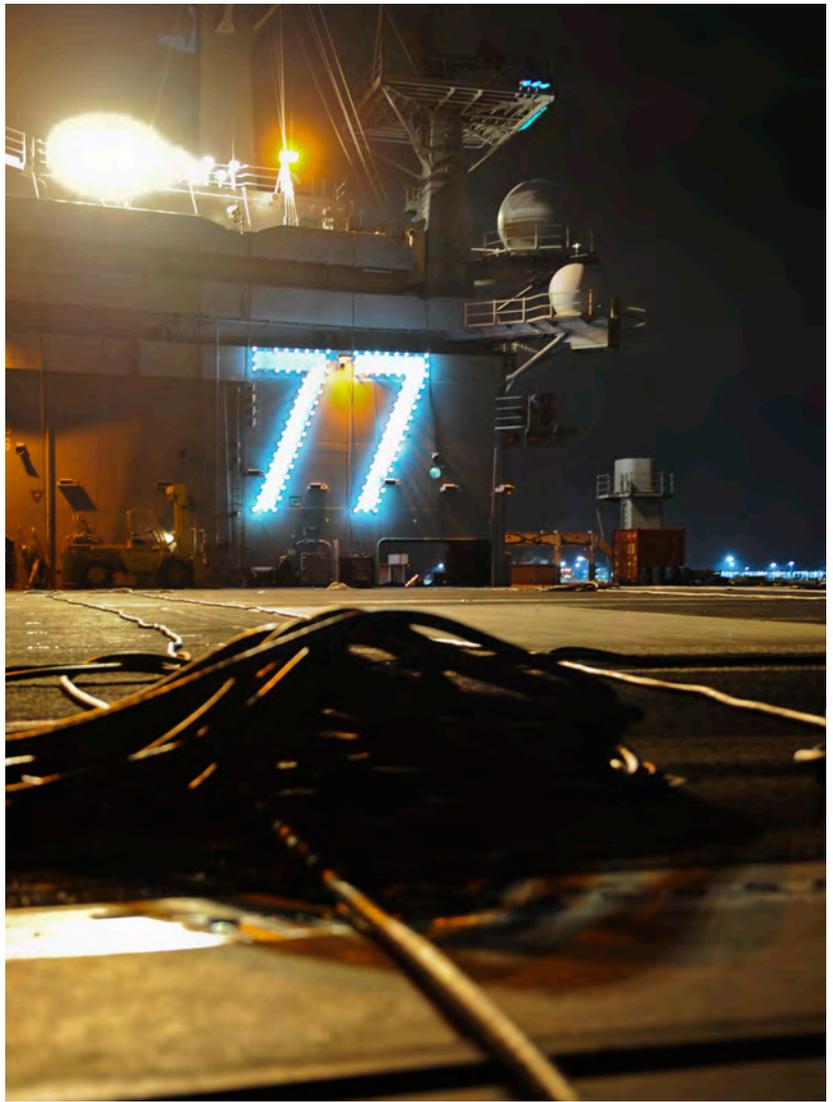
“Most ships complete this process anywhere from six to 10 days but we were able to finish in three,” Wrobel said.

“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.

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 de glamorize 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.



Charting a course for your Navy career

From Navy Personnel Command-PMW 240 Public Affairs

Ensuring commands conduct Career Development Boards (CDB) and document them in Career Information Management System (CIMS) is an important job of the career development team as CDBs become the backbone of a Sailor's career in setting goals and guiding educational courses.

"Career counselors use CIMS to track, coordinate and document CDBs," said Chief Navy Counselor (AW/SW) Greg Hansen, OPNAV Fleet Introduction Team. "When the Sailor's career desires are recorded in CIMS it becomes part of a permanent record that can follow the Sailor throughout his or her career."

CDBs are required for all Sailors upon reporting to a command, after six months on board, at 12-months on board and at 12-month intervals thereafter. Official guidance is contained in OPNAVINST 1040.11D, Navy Enlisted Retention and Career Development Program.

Typical topics covered during a CDB include watch-standing qualifications, continued education goals, advancement,

short- and long-term career objectives, Perform-to-Serve (PTS) and Armed Services Vocational Aptitude Battery (ASVAB) scores. Leadership can use CDBs to learn the priorities of the Sailor and align the Sailor's priorities to the needs of the Navy.

Following the CBD, the detailed minutes and recommendations are captured in CIMS by the career counselor or member of the chain of command authorized by the command for documentation. This includes what was discussed and is used to help keep the current and future commands informed of the Sailor's progress and career goals.

With full access to the Electronic Service Record (ESR) for each Sailor, the career counselor is able to gain a thorough understanding of the Sailors' experience and performance, resulting in recommendations best tailored to the Sailor and to more precisely tailor a career development path.

CIMS is available to all shore commands with Internet access and on board 150 ships using CIMS Afloat on the Navy Standard Integrated Personnel (NSIPS) server. As the Navy's primary business solution for human resources management, NSIPS is the system and data platform on which CIMS operates. The primary function of CIMS is to assist career counselors and those responsible with tracking, conducting and documenting CDBs.

"I can use CIMS to look at some portions

of a Sailor's career, and it is helpful for screening Sailors for special programs," said Navy Counselor 1st Class (SW/AW) Rena Cyvas, command career counselor, Afloat Training Group San Diego. "The most helpful on a daily basis is the tracking capability that CIMS offers me and the ability to pull data on my Sailors when they need career advice."

The command master chief, chief of the boat, senior enlisted leader and the command career counselor team are critical focal points for career development initiatives within the command. Reports easily compiled allow for command tracking of CDBs, Family Care Plan, PTS, Projected Rotation Date, and End of Active Obligated Service.

"I can support immediate leadership through the ability to pull up both command tracking information and individual personnel information," said Cyvas. "Because it is an up to date source, when I need accurate information I turn to CIMS. The unit tracking allows me to follow up on my Sailors and make sure I don't miss someone."

Many tools are available to career counselors to assist with the use, function and support of CIMS. The "5-Tip Series" of user aids cover a variety of helpful information to use CIMS effectively.

For more information, visit www.navy.mil, www.facebook.com/usnavy, or www.twitter.com/usnavy.

Event Schedule Mar. 19-26

Ab Blast	1330	HB3 M-S
Beatdown	2000	HB3 M/W/F
Mustang Madness	1500	HB3 M/W/F
NOFFS	1400	HB3 M-S
Spin Class	2000	Spin Room T/Th/S
Step Class	1600	HB3 M/T/W/Th/S



Moderation is key

FIT TIPS
From the **Fit Boss**

The word diet is a noun defined as the kinds of food that a person, animal, or community habitually eats. Moderation is key in staying healthy and staying at an appropriate weight. Do not aim to eliminate carbs, proteins, or fats, as these all play valuable roles in your daily activity. For more tips, contact the fitboss by email at benninsa@cvn77.navy.mil.

This week in Navy history

Navy history

USS Monitor battles CSS Virginia



Story and photo courtesy of history.navy.mil.

An artistic rendering of the battle between the USS Monitor and the CSS Virginia during the Civil War. Illustration by John Schmidt.

At dawn on March 9, 1862, CSS Virginia prepared for renewed combat. The previous day, she had utterly defeated two big Federal warships, Congress and Cumberland, destroying both and killing more than 240 of their crewmen. Today, she expected to inflict a similar fate on the grounded steam frigate Minnesota and other enemy ships, probably freeing the lower Chesapeake Bay region of Union seapower and the land forces it supported. Virginia would thus contribute importantly to the Confederacy's military, and perhaps diplomatic, fortunes.

However, as they surveyed the opposite side of Hampton Roads, where the Minnesota and other potential victims awaited their fate, the Confederates realized that things were not going to be so simple. There, looking small and low near the lofty frigate, was a vessel that could only be USS Monitor, the Union Navy's own ironclad, which had arrived the previous evening after a perilous

voyage from New York. Though her crew was exhausted and their ship untested, the Monitor was also preparing for action.

Undeterred, Virginia steamed out into Hampton Roads. Monitor positioned herself to protect the immobile Minnesota, and a general battle began. Both ships hammered away at each other with heavy cannons and tried to run down and hopefully disable the other, but their iron-armored sides prevented vital damage. Virginia's smokestack was shot away, further reducing her already modest mobility, and Monitor's technological teething troubles hindered the effectiveness of her two eleven-inch guns, the Navy's most powerful weapons. Ammunition supply problems required her to temporarily pull away into shallower water, where the deep-drafted Virginia could not follow, but she always covered the Minnesota.

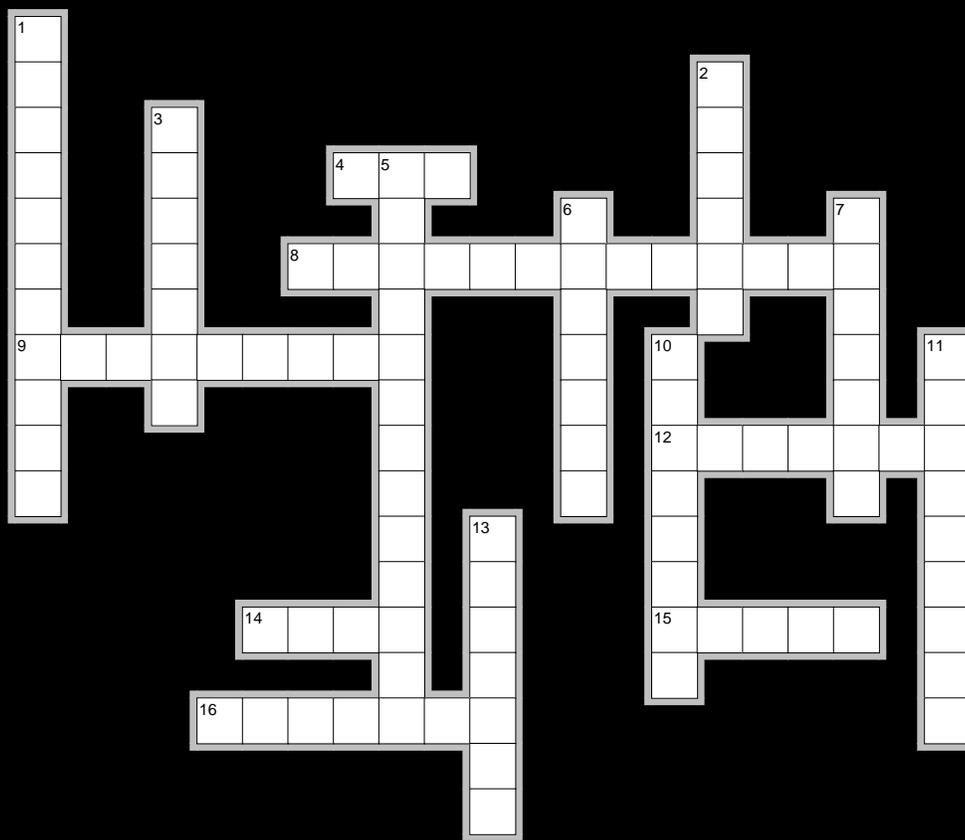
Soon after noon, Virginia gunners concentrated their fire on Monitor's pilothouse, a small iron blockhouse

near her bow. A shell hit there blinded Lieutenant John L. Worden, the Union ship's Commanding Officer, forcing another withdrawal until he could be relieved at the conn. By the time she was ready to return to the fight, Virginia had turned away toward Norfolk.

The first battle between ironclad warships had ended in stalemate, a situation that lasted until Virginia's self-destruction two months later. However, the outcome of combat between armored equals, compared with the previous day's terrible mis-match, symbolized the triumph of industrial age warfare. The value of existing ships of the line and frigates was heavily discounted in popular and professional opinion. Ironclad construction programs, already underway in America and Europe, accelerated. The resulting armored warship competition would continue into the 1940s, some eight decades in the future.



Navy Knowledge Crossword



ACROSS

4. A 13-digit number that corresponds to a particular item maintained in the supply system (i.e. 1234-01-234-5678).
8. In 3M, FR stands for what? (two words)
9. Damage Control ___ -- Overall coordinator of damage control matters within the command.
12. Warfare areas that utilize naval missile systems: ___-___ Warfare.
14. Three elements required to sustain combustion: oxygen, ___ and heat.
15. ___ Reserve: Mission is to provide trained units and qualified individuals for active duty in time of war or national emergency, and at other times required by national security.
16. ___ Officer -- Responsible for the operation and maintenance of reactor plants and their associated auxiliaries aboard nuclear-powered ships.

DOWN

1. Distribute pressure and serve as an anchor for shoring.
2. ___ ladders allow access to the flight deck from the catwalks.
3. Terrorist Operations are: ___ -- Occur quickly. Results are immediately felt, and "packaged" just right for a media event and/or coverage.
5. A large area true display showing position, movement, and strength of own and enemy sea, land, and air forces within a prescribed area of operations (two words).

6. Secretary of ___ is the principal defense advisor to the President.
7. Categories of tie down requirements: ___ -- Three to six tie-downs per aircraft.
10. Transmits the torque from the reduction gears to the propeller.
11. Used for the emergency arrestment of aircraft, which cannot make a normal arrested landing because of mechanical failure.
13. Naval Command and ___ : Provides the basic concepts to fulfill the information needs of commanders, forces and weapon systems.

Drop off your soda cans!

All month long, the JEA is collecting used soda cans to support the Navy Marine Corps Relief Society. Drop them off in hangar bay three and lend a hand to those in need.