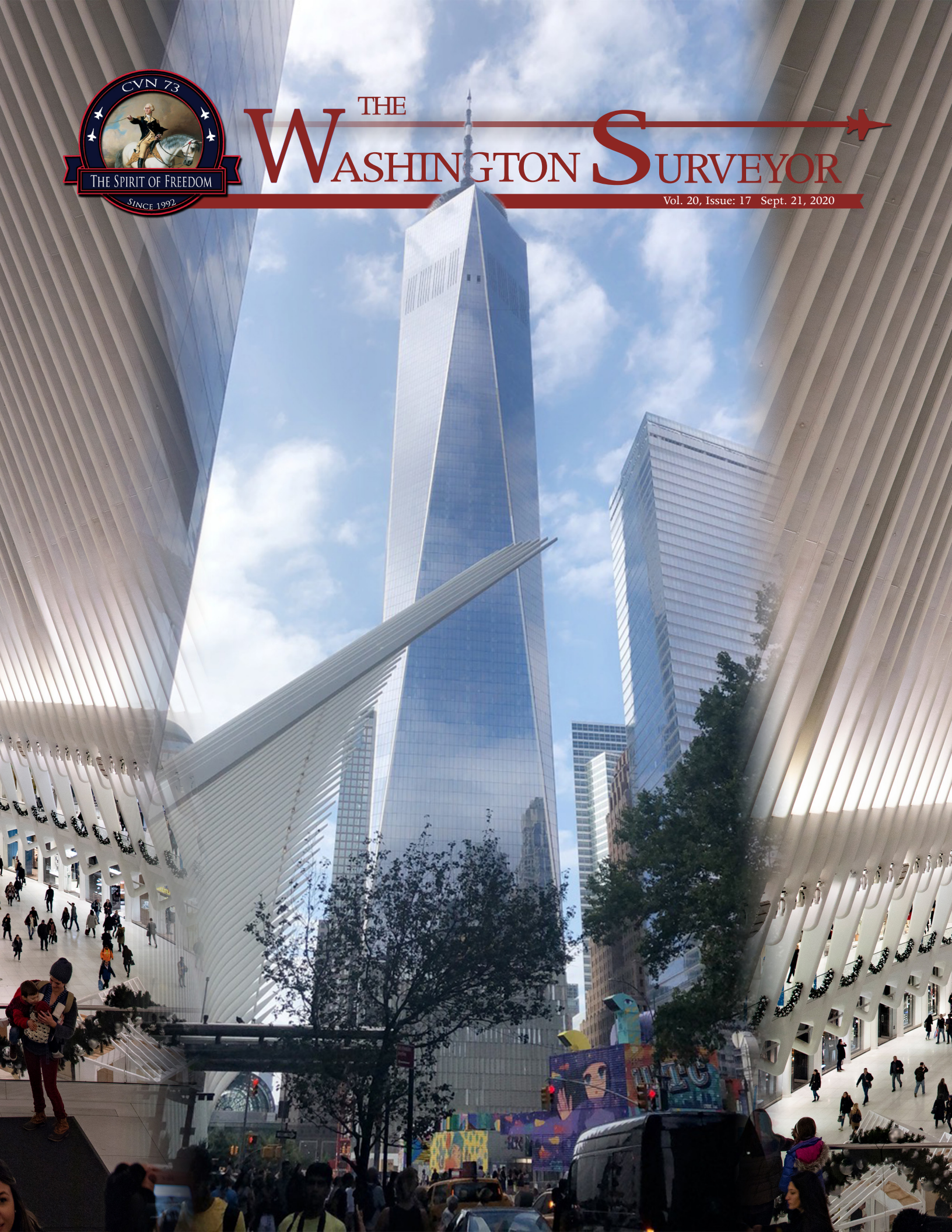




THE WASHINGTON SURVEYOR

Vol. 20, Issue: 17 Sept. 21, 2020



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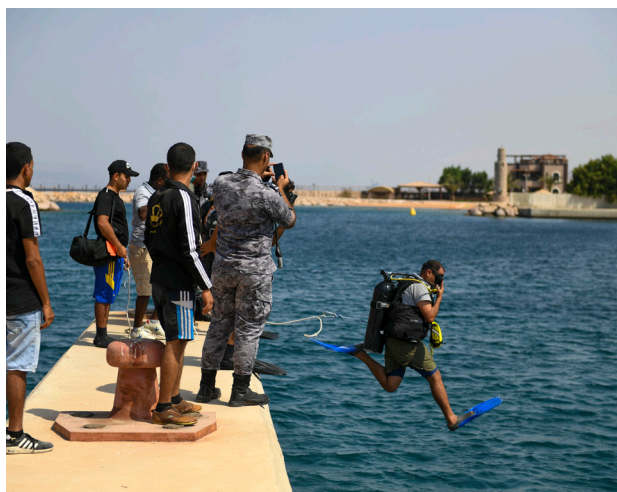
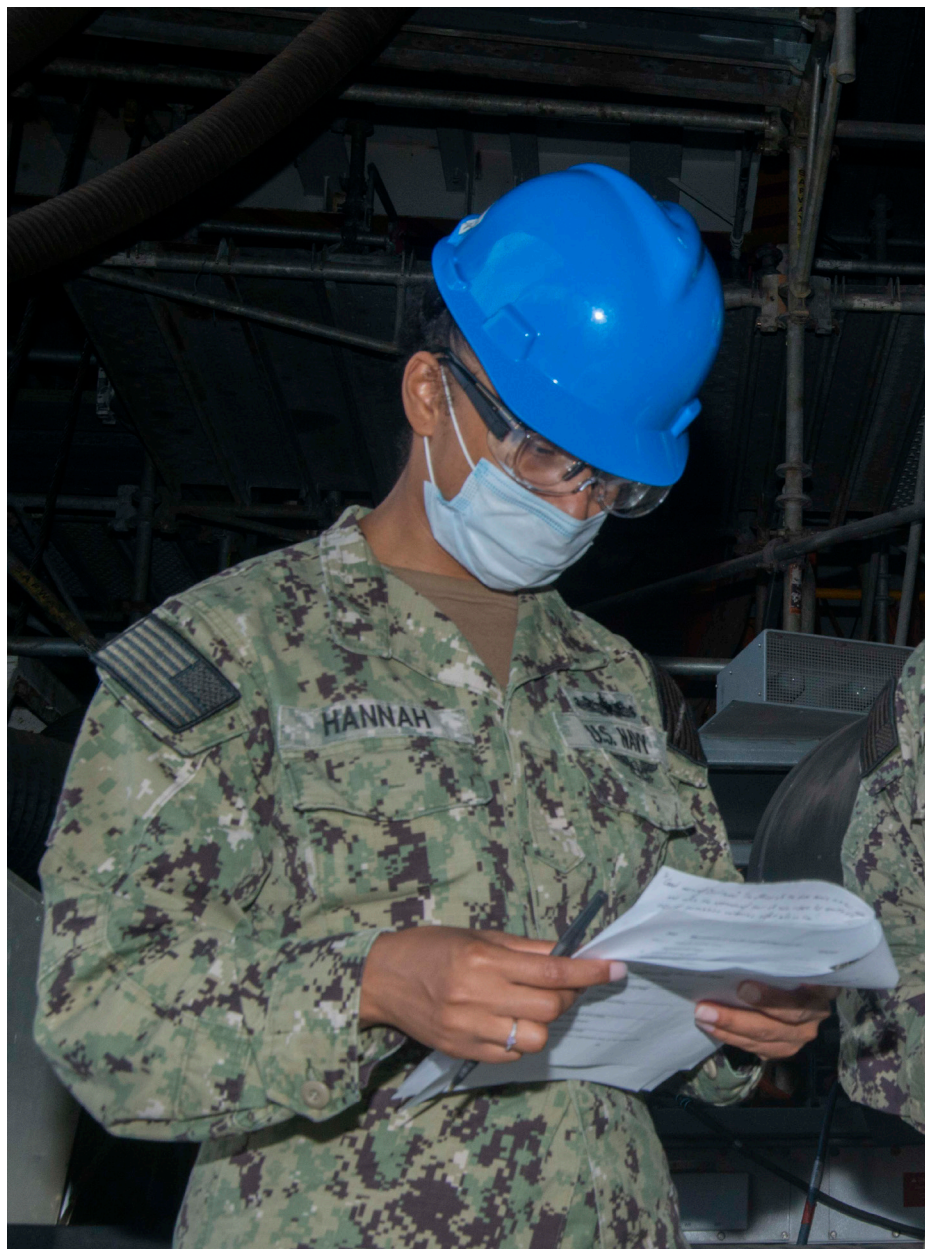
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THE WASHINGTON SURVEYOR

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A special thank you to all those who let us tell your stories to the crew and to the fleet.

The Washington Surveyor is an authorized publication for Sailors serving aboard USS George Washington (CVN 73). Contents herein are not the visions of, or endorsed by the U.S. government, the Department of Defense, the Department of the Navy or the Commanding Officer of USS George Washington. All news releases, photos or information for publication in The Washington Surveyor must be submitted to the Public Affairs Officer.



SAILOR IN THE SPOTLIGHT



AOAN Skylar Spottswood

HOMETOWN:

Fort Washington, Maryland

WHERE THEY WORK:

IM03

HOBBIES:

Drawing, watching movies, playing games, and taking camping trips.

WHY THEY JOINED:

She joined the Navy for a new experience.

WHY THEY WERE NOMINATED BY:

She is a hard working Sailor who gets her quals on time, and is a model Sailor.

GW'S NEWEST WARRIORS



A03 Anais Quirate
EMN2 Chelsea Candela
ET3 Dustin Williams
FC2 Michael Cortez



ABFAN Rene Fierro
ABF2 Arron Brookins
CS2 Victor Emmanuel
HM3 Christen Glass
HMC David Long
IT3 Alexander Torressantana
ITC Althea MacCalla
MACM Brandy Gennette
MMN2 Katherine Heflin
MMN1 Kyle Franklin
OSSN Eddy Dieudonne
OSC Jose Sarava



IT2 Kerline Jeanpierre
ITC Brandon Glassco

ESWS

COORDINATORS

OSC ZACHARY MACHINIS
MAC THOMAS BOHANNON

EAWS

COORDINATORS

ACCS MATTHEW CUPPERNOLL
AOC JAMES COOKEY

EIWS

COORDINATORS

CTMC KATHLEEN CHANDLER
ITI THADDEUS WIEDEMEIER

STAND UP FOR WATCH STANDING: THE IMPORTANCE OF STANDING A PROPER WATCH

STORY AND PHOTOS BY MCSN BONNIE LINDSAY



Imagine that a Sailor decides that, instead of receiving proper training, they will “gundeck”, or falsify, a qualification and stand a watch without becoming appropriately qualified. This choice would not only affect that individual. Imagine that Sailor, with no former knowledge or experience, were in charge of your safety and the safety of every individual on that ship.

For reasons such as medical emergencies or trespassers breaching security, Sailors require proper training and experience before becoming trusted with watch standing qualifications on board the Nimitz-class aircraft carrier USS George Washington (CVN 73).

“Watch qualifications are standard requirements that all Sailors are required to earn to support the day-to-day operations of the ship and the safety of the ship and its crew,” said Capt. Jeffery McGrady, the senior

watch officer aboard George Washington. “All personnel, with the exception of O-6s, CWO5s, and E-9s are required to qualify in the appropriate watch positions.”

Sailors who are on duty as watch standers have responsibilities towards the safety of the ship and its crew in a variety of ways. Sending pertinent messages and announcements and maintaining secure and authorized entry of the ship and its spaces are two of the most important ways a Sailor maintains safety aboard the ship.

“Watch standing qualifications are the necessary positions needed to be filled on the ship in order for us to properly keep the ship operating from a safety and operational standpoint,” said Lt. John Coughlin, assistant senior watch bill officer aboard the Nimitz-class aircraft carrier USS George Washington (CVN 73).

“They are integral in being able to respond to casualties such as fires/flooding/etc. and deal with day

to day operations, such as safely sending a person to work aloft without operating equipment that may injure them. They also provide a central communication network to allow important information to be given to the right people at the right time.”

To become a watch stander, the first decision a Sailor must make is identifying what positions they qualify for, and what positions they desire to become qualified in.

“There are various in-port watch positions to include: Command Duty Officer (In-port), Assistant Command Duty Officer, Officer of the Deck (In-port), Junior Officer of the Deck, Petty Officer of the Watch, and Messenger of the Watch,” said McGrady. “Duties and responsibilities are defined in OPNAVINST 3120.32D Standard Organization and Regulations Manual.”

Sailors with any questions on watch standing and qualifications are encouraged to ask their chain of

command, ask fellow Sailors, and refer to OPNAVINST 3120.32D for more information.

“OPNAVINST 3120.32D provides an overview on the watch organization and defines the roles and responsibilities of the various in-port watches,” said McGrady.

Each watch standing position holds a separate set of skills and levels of responsibility, but they all integrate one goal: keeping people safe.

“They benefit everyone on the ship, both ships force and shipyard workers benefit from our watch standers,” said Coughlin. “We ensure safety throughout the ship, and a means of communication both to our chain of command and anyone who may be on the ship via the 1MC (1 Main Circuit).”

Obtaining any qualification in watch standing is a straightforward process under normal circumstances. A Sailor fills out a personnel qualification standards (PQS) packet, stands that watch under the supervision of qualified watch standers, and then require to either pass a written test and/or an oral board. After passing the PQS requirements for a watch standing position, the Navigation

Department then approves the packet, and a Sailor then qualifies for the position.

“One earns a watch qualification by completing the applicable PQS and in some cases passing a written test and oral board,” said McGrady. “[Qualifications] benefit both the Sailor, through professional development and evaluation rankings, and the ship, through watch bill depth and flexibility.”

Sailors are encouraged to receive qualifications the moment they are able to do so, but it is also of the utmost importance that they obtain these qualifications through the required channels. This formal, standardized process ensures they fully comprehend what the watch station entails and what leadership expects Sailors to know to man the watch properly.

“Watch qualifications are earned, not given,” said McGrady. “Be prepared to work hard and put in the time and effort to achieve your qualification and become an expert in your craft. Your performance on watch is vital to the safety of the ship and GW Sailors.”

Watch standing has a high

level of importance for the Sailor performing the watch and for the individuals they interact with; therefore, expertise is a necessity.

“The most important thing to remember about whatever qualification that you get is to stand that watch in a professional manner and own that post,” said Coughlin. “When you are POOW, you own that post, so do so in a responsible and professional manner.”

A Sailor on any watch may be one of the first individuals seen or heard when coming aboard a ship. They are one of the first impressions made upon any visitors entering a quarterdeck. This impression must be a professional one.

“During my time as the Senior Watch Officer, it has been an absolute pleasure observing the watch team come together as a cohesive unit, getting better each day,” said McGrady. “Remember, you represent the USS George Washington and your watch team. Set the example by standing your watch with the utmost pride, professionalism, and vigilance.”



RESILIENCE TRANSLATES THROUGHOUT THE NAVY

STORY BY MC3 CORY J. DAUT, PHOTOS COURTESY OF BY PHOTOGRAPHER'S MATE 3RD CLASS J. SCOTT CAMPBELL AND DREW ANGERER/GETTY IMAGES

The attack on America on Sept. 11, 2001, was the largest attack on American soil since Pearl Harbor in 1939. Over 3,000 innocent people lost their lives that day when 19 terrorists hijacked commercial planes, then used them to crash into the two world trade center buildings and into the Pentagon. They attempted to kill the American spirit, but instead united the country.

Throughout America's history there have been many times where the country was crippled by war, disease, and economic downturns. Each time America has shown resiliency and grown stronger. The Nimitz-class aircraft carrier USS George Washington (CVN 73) is currently

undergoing refueling complex overhaul to modernize the ship and increase our capabilities to readily stand the watch when called upon by this nation, like it has been since its commissioning in 1992.

"Nothing is like the American spirit," said Senior Chief Aviation Electronics Technician Brian Minerly, the leading chief petty officer of the general electric warehouse aboard George Washington. "As a country, we go through adversity, and at the end of the day, we come together as a nation and overcome anything. When something terrible happens, it is all about how you react to it. As Americans, it was a time in history where you can say we

were attacked and we lost, but it brought us together stronger at the end of the day."

The Navy's operation works off teamwork. Every Sailor fulfills multiple duties to keep the ship afloat. Every ship in the fleet plays a vital role to keep the military rolling.

"America is good at coming back from the brink," said Aviation Electronics Technician 1st Class Barry Dodge, assigned to the aircraft intermediate maintenance department aboard George Washington. "The spirit of the nation has always been behind its military."

Not even a day after the attack on Sept. 11, the Spirit of Freedom anchored off the coast of





New York to provide air defense while awaiting orders from North American Aerospace Defense Command to prevent another attack.

"I was working nights so when I woke up, the ship was already on its way up to New York," said former George Washington crewmember Lindsay Riddick. "We arrived Sept. 12, 2001 in New York harbor. I was up on the island as we pulled in at sunrise, smoke still filling the horizon. [It's] a sight I'll never forget."

"A lot of people died, and there were sacrifices all over, and it brought the country together for a moment," said Minerly. "We need to hold onto the idea that we can bounce back from anything. Just because something seems bad or there is an attack, it's not something that should divide us. It's something that should bring us back together. In fact, it made us stronger than ever and lifted the American spirit."

Barry stated that we are resilient as a nation, and we

always come back from things like this. This is the motivation George Washington needs coming out of refueling complex overhaul.

George Washington, the Navy and America are at their strongest when everyone is working together with one common goal.

"We will overcome," said Minerly. "We are Americans, that's what we do."





HERIT

GW CELEBRATES HISPANIC HERITAGE HIGHLIGHTING HIS

Photos by MCSA

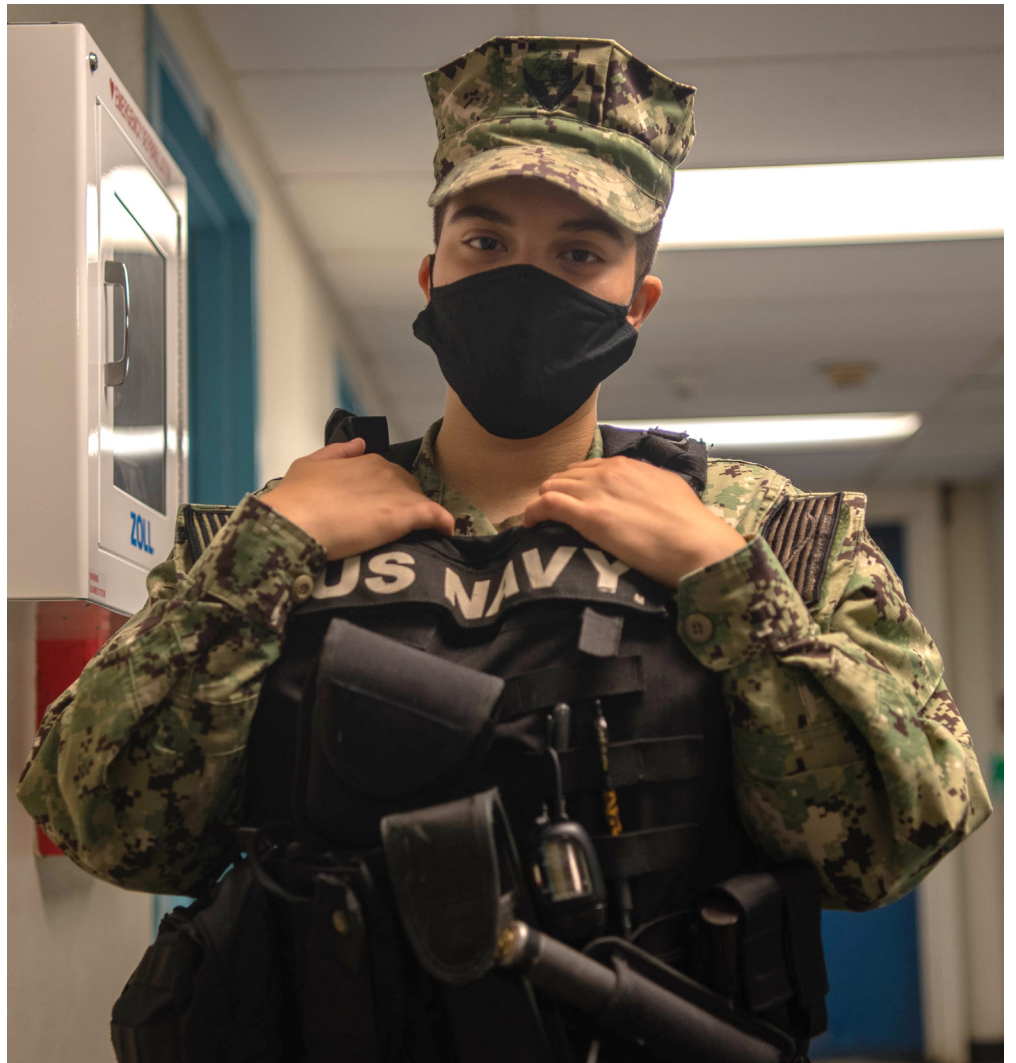




TAGE

ES NATIONAL AGE MONTH BY SPANIC SAILORS

Preston Cash





COURAGE:



GEORGE WASHINGTON SAILOR COMES TO THE RESCUE

STORY BY MC3 ADAM FERRERO, PHOTOS COURTESY OF ICSN AKSHAY MAMPILLY

A Sailor represents him- or herself and the Navy at all times, both in and out of uniform, which means holding him- or herself to the Navy core values of honor, courage, and commitment. On a ship, part of exemplifying courage is remaining ready to respond to casualties that put the ship and fellow Sailors at risk, such as a fire or flooding. But what about when a Sailor sees an emergency out in the civilian world?

A few short weeks ago, a Sailor assigned to the Nimitz-class aircraft carrier USS George Washington (CVN 73) faced that very scenario.

On Saturday, Aug. 15, Interior Communications Electrician Seaman Akshay Mampilly, a Sailor assigned to George Washington's combat systems department, witnessed a crash occur on I-64 West, prompting him to act, which potentially saved a life.

"It was a very harsh, rainy day," said Mampilly. "I was driving down I-64. All of a sudden, I saw a truck hit the cement barrier and then crash into the highway divider, flipping sideways."

While it is unclear whether the road conditions were the primary cause of the initial accident, it was immediately obvious that the danger was far from over.

"I saw fuel and fluids coming out of the truck, as well as smoke," said Mampilly. "I thought the truck was soon going to be covered in flames, and I decided I could not just sit there and watch. I sprinted out of my vehicle and

acted. I tapped on the windshield and yelled 'Are you alright?,' and I saw a woman's hand tap the windshield and heard, 'I'm okay.'"

Mampilly said that, as others began to get out of their cars to help, he instructed an onlooker to call 911 and began trying to open the crashed vehicle's passenger door. The door was locked, and Mampilly called the driver to unlock the door as he and a



paramedic climbed up onto the car.

Upon getting the door open, Mampilly found a new challenge facing him.

"The paramedic and I asked the woman to grab our hands. I held her right hand while the

other gentleman held her left hand, and we almost pulled her up, but she lost her footing. I pointed at several spots where she could step and get sturdy footing while we pulled, but she was very weak from the crash and wasn't able to. I kept thinking how time-critical this was, not knowing if the car was going to burn up any second."

It was at that point that Mampilly went above and beyond.

According to Mampilly, he then entered the vehicle himself, getting down to the driver to lift her. Helping her gain footing on the side of her glove compartment, Mampilly pushed the driver out the open door as others helped to pull her out. Once she was on top of the vehicle, Mampilly climbed out after the driver and helped lower her carefully to the ground with the assistance of others.

The heroic actions taken by Mampilly did not go unnoticed by those responding to the accident.

"While present, I observed ICSN Mampilly assisting the driver from her vehicle," said Myreon Pierce, an officer with the Virginia Marine Police. "ICSN Mampilly placed himself in harm's way to assist someone else in need.

He did not have to place himself into the dangers he did to assist, yet he did. The damaged vehicle was on its side, leaking a mixture of hazardous fluid from the vehicle and posed a great risk of catching fire. Not only did ICSN Mampilly remove the driver from danger, but he also remained to

provide medical assistance to the injured driver and assist Virginia State Police with the crash.”

For his part in the rescue of an injured motorist, Mampilly received a letter of character from Officer Pierce.

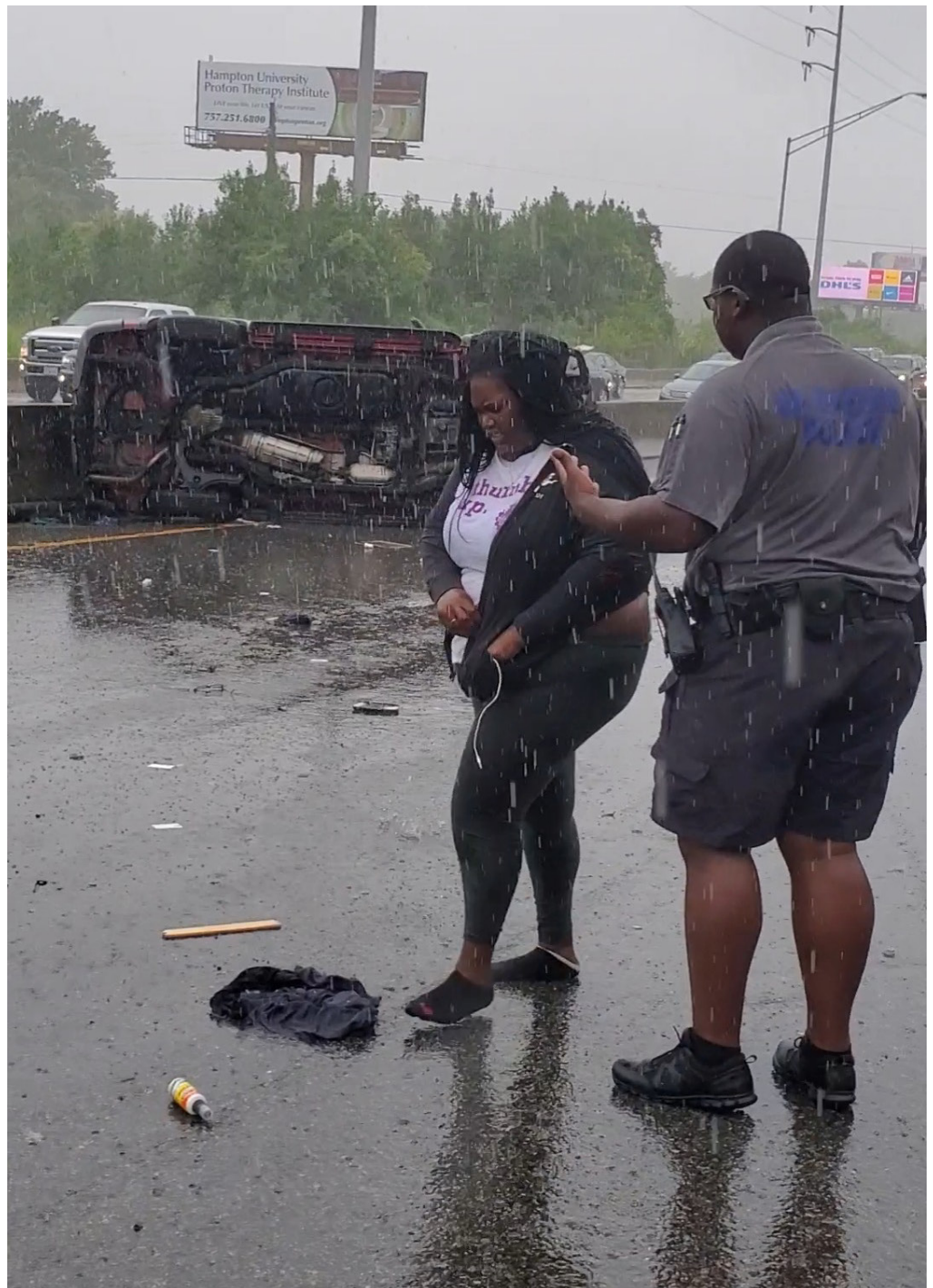
“He didn’t have to provide help other than calling 911,” said Pierce. “All too often, motorists continue their travels after dialing 911. Not only did he stop to render aid, but he was crucial in the removal of the injured driver.”

The training that Mampilly has received in the Navy contributed heavily to his ability to act in this situation.

“I certainly think the training and experience I have gained from serving in the Navy has prepared me in responding to unexpected casualties like this,” said Mampilly. “I admit, I always feel a sense of fear in these situations, but the training I’ve acquired in the Navy has given me the competence to act and overcome my initial fear. Whether it is responding to a flooding casualty during an underway, responding to a medical emergency as an assistant command fitness leader when a sailor is injured during a physical readiness test, or the training I receive from medical and the in-port emergency team during my duty days, the experiences the Navy has provided me honed my confidence and competence. Repeated training is vital to our readiness to respond to emergencies and improve efficiency.”

Using the training and skills at one’s disposal to improve or save another’s life can be as simple as taking an active interest.

“I am influenced by my mother,” said Mampilly. “She is a selfless human being who takes care of her family as a mother and



takes care of her patients as an ICU nurse, especially during the pandemic. I firmly believe in being a good Samaritan and helping out other people whenever I am available, in any way I can. Many people have reached out and helped me in my life, and I feel obligated to do the same. It brings me joy to know that I helped better someone’s day or life. I feel joy when Sailors tell me I helped them pass the PRT, motivated

them to make healthier lifestyle choices, or made a positive impact in their lives. I am a human being, and whatever affects humanity affects me.”

To join the Navy is to commit to serving one’s country. Service comes in many forms, some more dangerous than others. In such situations, it is Sailors like Mampilly, whose example should be recognized, celebrated, and emulated.

HISPANIC HERITAGE MONTH

STORY BY MC3 TATYANA FREEMAN, PHOTO BY MCSN PRESTON CASH, GRAPHIC COURTESY OF DEOMI

According to the Census Bureau, 18.5% of the population in the United States is Hispanic or Latino. Of that 18.5%, 59,000 are United States Navy Sailors. Every year, from September 15 through October 15, the U.S. celebrates National Hispanic Heritage Month, and the Navy pays tribute to the valuable and instrumental Hispanic service members in the Navy.

"I am originally from El Paso, Texas," said Chief Personnel Specialist Joshue Ramirez, a Sailor assigned to the administration department. "My family comes from Juárez and Michoacán, Mexico. It means a lot that the Navy celebrates Hispanic Heritage Month. It shows the Navy's openness and ability to mesh all the cultures of the United States together."

Hispanic culture is unique and vibrant, and even though Sailors may be in the Navy, celebrating their culture and heritage does not stop.

"We all love our families, and we're all very tightknit," said Religious Programs Specialist 2nd Class Ismael Cazarez, a Sailor assigned to the command religious ministries department. "We're a proud culture. I try to incorporate all the stuff I did back home in regards to my Latino background, whether that be cooking a Mexican dish every so often like tacos, burritos, or huevos rancheros, or listening to some type of Latino music daily, and whether it's something from Mexico itself or something from another Latin country."

Celebrating does not end with

just food and music, however.

"My family likes to participate in all Mexican holidays: Mexican Independence Day and Dia de Muertos [Day of the Dead]," said Cazarez. "We like to collide both [Mexican and American] cultures, so we'll celebrate Halloween, but we'll celebrate with classic Dia de Muertos treats."

The celebration of Hispanic food, holidays, music, and other cultural components is a treasured tradition.

"It brings joy to me because I get to experience and relive some of the stuff I did when I was younger," said Ramirez.

Even more than celebratory events, Hispanic heritage and culture is forged with hard work and perseverance that is highlighted in story after story.

"I have a lot of very inspiring people in my life, my mom being one of them," said Cazarez. "Her being Latina and coming to the states in the mid- to late-90s – it wasn't easy for her, but she worked hard to make a better life for herself and me and my sister, and because of that, I had an example of tenacity and a good work ethic that I try to live by."

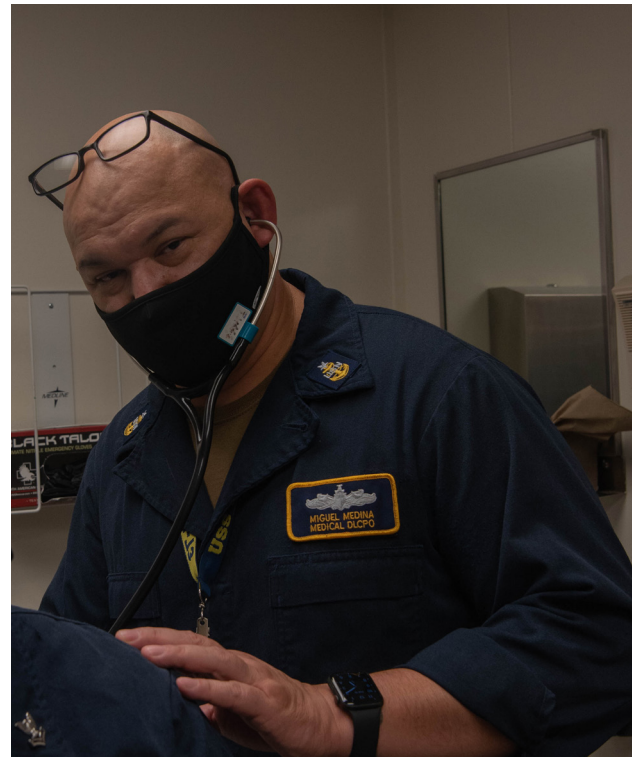
Despite hardships and difficulties, Hispanic culture is strong and alive, even if it stretches between two countries.

"What makes me proud of my culture is being the second generation [here] and seeing the struggles that

my grandparents on both sides of my family went through when they came over [to the United States] to have the American Dream," said Ramirez.

There are still some adversities to overcome in the acceptance and celebration of Hispanic culture and heritage in the United States, but the United States Navy is leading the way.

"It gives me a sense of inclusion," said Cazarez. "I feel like the Navy recognizes my culture, my heritage, my people, and therefore, to a certain extent, our struggles as being Latino in the U.S., and it makes me feel reassured that although there might be people in the Navy that do not appreciate my background, I know that as an organization, the Navy is there to back me up and support me."



AMERICANS ALL

★ FIGHTING FOR VICTORY ★

TODOS LOS
AMERICANOS



LUCHANDO POR LA
VICTORIA



HONORING THE PAST, SECURING THE FUTURE!

National Hispanic Heritage Month



Jordanian and U.S. Naval Forces Conduct Maritime Security Exercise Infinite Defender

From NAVCENT Public Affair



ID 20 is the capstone in a series of bilateral exercises between the JAF and U.S. Naval Forces Central Command (NAVCENT), aimed at enhancing partnership and interoperability between the two countries' armed forces.

"Training alongside our JAF counterparts allows us to sharpen our skills against regional threats to maritime security, and we are proud to be partnering with Jordan for this exercise," said Capt. Christopher Gilbertson, commander of Destroyer Squadron (DESRON) 50 and Task Force (TF) 55. "ID 20 allows our forces to practice skillsets such as countering small boat attacks, protecting harbors and maritime infrastructure and supporting lawful use of regional waterways through visit, board, search, and seizure operations."

The JAF regularly conducts maritime exercises and operations with NAVCENT, including their involvement with Combined Maritime Forces (CMF). Jordan has commanded CMF Combined Tasks Forces three times.

"We look forward to the opportunity each year to host our U.S. Navy and Marine

Corps colleagues in the execution of Infinite Defender," Col. Hisham Khaleel Aljarrah, Commander of the Royal Jordanian Naval Forces. "This exercise is an opportunity for us to improve our partnership, share our experience and enhance our abilities to ensure security and stability in the region together."

ID 20 is focused on maritime infrastructure protection (MIP), explosive ordnance disposal (EOD), and anti-terrorism force protection (ATFP). Participating U.S. forces include a guided-missile destroyer (DDG), a Navy EOD and dive team, a Coast Guard maritime engagement team (MET), a Marine Corps platoon, and additional staff and personnel.

U.S. participants are associated with NAVCENT Task Forces 51/5, 55, and 56 which provides U.S. service members from the Navy, Marine Corps and Coast Guard the opportunity to refine their skills in critical mission areas while working alongside critical regional partners.

"Our blue-green team has a long history of operating alongside the JAF to address common threats to regional security," said

Brig. Gen. Farrell Sullivan, commander of Task Force 51/5th Marine Expeditionary Brigade. "It is crucial that we maintain this strong relationship and continue to hone our mutual defensive capabilities."

ID 20 is also the largest bi-lateral exercise NAVCENT has taken part in since the onset of the coronavirus (COVID-19) pandemic earlier this year. The participants have conducted multiple virtual planning conferences to ensure all requirements and cross-coordination are met. Throughout the exercise, personnel are adhering to health and safety guidelines, such as social distancing and wearing face coverings, to mitigate the spread of the virus.

The U.S. 5th Fleet area of operations encompasses about 2.5 million square miles of water area and includes the Arabian Gulf, Gulf of Oman, Red Sea and parts of the Indian Ocean. The expanse is comprised of 20 countries and includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab al Mandeb at the southern tip of Yemen.

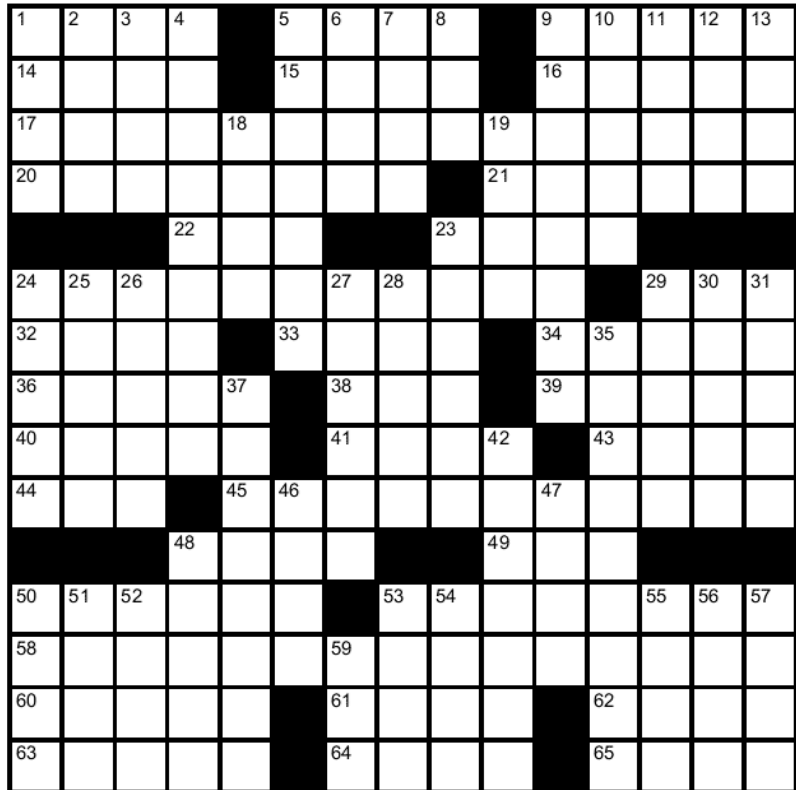
GAMES CORNER

High Hopes

Robert Stockton (© 2007)

Across

- 1. Inbox annoyance
- 5. Word with foot or arms
- 9. Early strings
- 14. Space pioneer Gagarin
- 15. It promotes culture
- 16. McDowell of Groundhog Day
- 17. Slump starting on Grayish Tuesday?
- 20. Paparazzi promoters
- 21. Show up
- 22. Kind of pitch, for short
- 23. Odic inspirations, perhaps
- 24. Site of Short Island and Princesses?
- 29. DA's org.
- 32. Business leader?
- 33. Fodder for 20 across
- 34. Divide



- 36. Italic property
- 38. Camper's letters
- 39. Mooring spots
- 40. Actress Marissa of My Cousin Vinnie
- 41. Signs, as a contract
- 43. Ultra-wide spec.
- 44. Morse mayday
- 45. Lun Lun's diminutive sister?
- 48. Chrysler Building style
- 49. Word with hot or pepper
- 50. John of A Fish Called Wanda
- 53. Ivory workers?
- 58. Lowly birth, and a hint to 17, 24, and 45 across
- 60. Samuel of the supremes
- 61. Press, in a way

- 62. Surfeit
- 63. Sauerkraut companion
- 64. Not theirs
- 65. They love the sauce

Down

- 1. Part of CBS
- 2. Adidas rival
- 3. Kuwaiti, perhaps
- 4. Tool for the daily grind
- 5. Hammed it up?
- 6. Like wine and cheese, perhaps
- 7. Toy gun ammo
- 8. Prove ones humanity?
- 9. Property of outer space
- 10. Cal Tech and Rensselaer, abbr.
- 11. Garfield's bane

- 12. Serengeti stalker
- 13. Transmit
- 18. Lounge
- 19. Warren of the supremes
- 23. Something to be quick on
- 24. Has staying power
- 25. White house?
- 26. Taconite transports
- 27. Jujitsu relative
- 28. Projecting part
- 29. Extra-terrestrial or extra-national
- 30. Kangaroo or cassowary, but not koala
- 31. Out of port
- 35. Entreaties
- 37. Program position
- 42. Musical snippets

- 46. Slurpee relative
- 47. Sean of Mystic River
- 48. Outstanding obligations
- 50. Tobacco plug
- 51. Humdinger
- 52. Bahrain bigwig
- 53. Cusco's country
- 54. Animation pioneer?
- 55. Grain tower
- 56. Letter-shaped fastener
- 57. Some NCOs
- 59. Life lines?



Command Climate Survey

August 31 - September 21, 2020

Who should complete the survey?

Every Sailor should complete the survey in order to obtain an accurate representation of the climate in the command.

Does the survey matter?

Yes! With accurate data and clearly articulated comments, the command can and will make positive change for all Sailors. Providing a solution to any problem you identify will help the command make the best decision.

Is the survey anonymous?

There is no way to associate individual responses with demographic or personal information. Comments can reveal who made them only if the comment includes identifying information.

How do I complete the survey?

All hands will receive an email with a link to the survey. It can be completed on any computer, tablet, or smart phone and only takes about 15 minutes!

Your Ship
Your Voice

Points of contact

COMMAND CLIMATE SPECIALIST:

ICC Livingston
HM1 Feazell

COMMAND CMEO:

LCDR. Richards
ABHC Jones