

USS THEODORE ROOSEVELT

ROUGH RIDER



20 Summer Safety
12 Stand Down

HAB Central

Story by MC3 Tyrell Morris
USS Theodore Roosevelt
Public Affairs

USS Theodore Roosevelt (CVN 71) is making its final push towards crew move aboard which takes place May 20.

One of the reasons TR is able to support crew move aboard is due to all the hard work that happens in Habitability (Hab) Central. Hab Central is located on the first floor of a two-story trailer on the starboard side of hangar bay 3 on the ship.

“Hab Central was developed to have a central location where the key production teams could synchronize their services to accomplish a common goal,” said Cmdr. Brendan Murphy, TR’s Navigator and Officer in Charge of Hab Central.

The spray team, deck team, duty section production, and quartermasters all work out of Hab Central. The spray team is responsible for painting spaces. The deck team is responsible for replacing old decking on the ship with new, updated decking. The quartermasters are responsible for issuing grooming supplies and space access for departments.

If all these things are taken care of then what is left for duty section production to be responsible for?

Duty section production was established to get all duty sections focused on the overall production of the ship in order to move forward in the Refueling Complex

Overhaul (RCOH) process in preparation for crew move aboard.

The concept of duty section production was introduced mid-December of last year. The first duty section production task was completed on Jan. 9.

“The goal of duty section production is to complete 10 percent of ship’s production for any given week,” said Sonar Technician Surface 1st Class (SW) James Blaine, duty section production leading petty officer.

The primary spaces duty section production is focusing on are spaces located in zones 7, 8, 9 and all crew moves aboard spaces.

Prior to duty section production, each department was responsible for making sure their own spaces were maintained. Now with the crew’s focus shifting to an overall goal of crew move aboard, space goals are more likely to be met in a timely manner, rather than have certain departments not being able to meet space deadlines due to manning.

The main responsibilities for duty section production are to paint prep spaces, set paper and diamond decking deck coverings, space de-prep, and identifying crew move aboard spaces. Duty section pro-

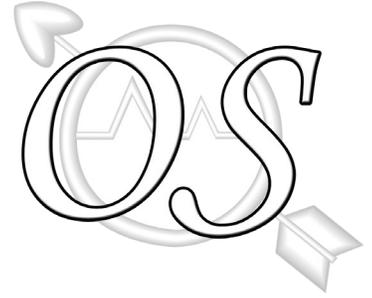


Machinist’s Mate Fireman Julia Gardner creates a bullseye for an engineering department A division space.
Photo by MC3 Tyrell Morris

duction gets their tasks from inputs given by the department heads, department leading chief petty officers, crew move aboard listings and divisional personnel.

“The goal is for duty section production to take what they learn while doing production back to their respective departments and teach their shipmates so that we can take ownership of our ship,” said Stabler. “The sooner that happens; the sooner duty section production will lessen.”

KNOW *YOUR* RATE



Story by MCSN Casey Cosker

USS Theodore Roosevelt Public Affairs

They are the eyes and ears of every ship. They can pinpoint where a ship is anywhere on the globe they can tell where it's going and how fast. They can read, assess, and evaluate strategic information based on tactical displays. They also control the aircraft in the sky around a ship, coordinating helicopters and supersonic jet aircraft.

They are the Operations Specialists.

According to Navy Cyberspace, the OS rating was established in 1971 out of the Radarman rating. Radarmen served the fleet from 1943 until the era of the Vietnam War. They operated radar and electronic warfare equipment and were responsible for the repair of that equipment, especially during combat.

Today, Operation Specialists still operate radar systems, but they have a number of other responsibilities. They determine a ship's position, heading and speed. They track all contacts around a ship, both in air and on sea and use this information for targeting purposes. They do all this from a ship's Combat Information Center (CIC).

"It's pretty much the nerve center of the ship," said Operations Specialist 1st Class Franklin Grimes.

Operations Specialists' days consists of six hour shifts, Grimes said. They spend six hours on watch in the CIC monitoring air and surface contacts around the ship and performing navigation and tactical duties. Then they perform cleaning and maintenance duties. After that, an Operations Specialist might finally get some downtime.

"It's hard work underway," Grimes said. "Underway we're working constantly."

One Sailor who made his mark on the Operations Specialist rating was Operations Specialist Master Chief Larry Nowell, Grimes said. Nowell joined the Navy in 1958 as a Radarman. During the Vietnam War, Nowell served aboard the USS Chi-

cago (CG-11), where he controlled over 1000 live engagements with both Navy and Air Force fighter jets and assisted in 13 enemy aircraft kills. He went on to attend the Navy Fighter Weapons Tactical School (TOPGUN) and rewrote much of the Navy's curriculum for OS training.

"He wrote the book on the OS rating," Grimes said.



Operations Specialists man the Aircraft Contact Control Center inside an aircraft carrier's Combat Direction Center (CDC)

US Navy Photo

Grimes has been an Operations Specialist for 15 years. He joined the Navy in September 1997, and qualified for his rating upon processing in. In 2000, Grimes left the Navy for six months, but reenlisted in 2001.

"It just wasn't what I wanted," he said, adding that civilian life wasn't what he expected.

Grimes has worked as an Operations Specialist ever since. He currently works at the Huntington Hall Navy barracks in Newport News, Va. on temporary assigned duty from the USS Enterprise (CVN 65). Like Nowell, he is qualified as an air traffic controller.

"I love the rate," he said.

Safety Stand Down

Story by MCSN Katie Lash
USS Theodore Roosevelt
Public Affairs

USS Theodore Roosevelt (CVN 71) conducted a safety standdown at the Hampton Roads Convention Center May 15, to focus on the ship's upcoming crew move aboard (CMA) and the importance for Sailors to make good decisions during the summer season.

As the ship's CMA date approaches for the TR, which is in the final year of its Refueling Complex Overhaul (RCOH), safety remains a major concern

for USS Theodore Roosevelt Commanding Officer Capt. William J. Hart, and he challenged the crew to think about why safety standdowns are important.

"You might think this is just another safety standdown, but it allows Sailors to get out of the work center for the day and take a second to think about safety and how it will affect us in the next few months," said Hart to the crew.

The semi-annual safety standdown allowed the ship's leading officers, safety officers and ship organizations to address the crew in a relaxed atmosphere about safety concerns related to the upcoming summer months and challenges that present themselves during CMA.

The three primary areas the standdown focused on were summer safety, traffic safety and personal health and responsibility.

Cmdr. Robert Durlacher, the ship's safety officer, stressed the fact that every Sailor is a safety professional, and everyone needs to be conscious of their actions.

"Safety is not what we do," said Durlacher. "It's a product of our professional conduct. It's a result of us doing the right thing, following guidelines and using proper procedures. It's doing things the right way and doing them safely."

Durlacher said the purpose of the standdown is to get informa-



Master Patrolman Greg Thayer, a Hampton Roads police officer, fields questions after a presentation on driving safety.

Photo by MCSN (SW) John Kotara

tion out to the Sailors and make sure that everyone is on the same page.

Routine topics such as drug and alcohol awareness, vehicle safety and suicide prevention were all addressed, as well as safety concerns related to the approaching summer months such as proper hydration, heat stress and motorcycle safety.

Short briefings were also given on radiation health, electrical safety, continuous process improvement to make Sailors more aware of their surroundings and to protect themselves and others from dangers on the ship.

The standdown also gave leading officers a chance to release information about the upcoming CMA. With Sailors scheduled to move back onto TR in the next four months, new information is constantly being updated and released.

May 20 begins TR's four-month-long CMA process. During this process the ship will continue to be worked on in the shipyard; however, the crew will slowly begin to inherit the ship back and move aboard permanently. As portions of the ship are completed, departments will begin living, eating, training and working on the ship. Leading officers presented a tentative schedule for CMA at the stand down that will continually be updated as progress on the ship continues.

USS Theodore Roosevelt Executive Officer Cmdr. Mark J. Colombo, not only stressed the importance of safety, but stressed the importance of the TR crew coming together as a team to work through CMA in a safe manner.

"As 'Rough Riders' we are part of a team," said Colombo. "It's not the individual; it's the collective whole that matters."

Colombo says he's ready to "take back" the TR in the next phases of CMA and wants to make sure his team has the tools they need to do it safely.

Other speakers at the



Sailors watch a video about motorcycle safety starring Cmdr. Mark Colombo, the executive officer for TR.
Photo by MCSN (SW) John Kotara



Capt. William J. Hart, commanding officer of USS Theodore Roosevelt (CVN 71), Cmdr. Mark Colombo, the executive officer of TR and Jack R. Callison, TR's Command Master Chief watch a video about motorcycle safety.
Photo by MCSN (SW) John Kotara

Safety stand down

down (continued)

stand down included a guest from the Virginia Department of Motor Vehicles Highway Safety Department, Mary Ann Rayment, who provided comic relief during an interactive presentation on motor vehicle safety, and Master Patrolman Greg Thayer from the Hampton Police Department, who also spoke on motor vehicle safety.

Another major focus of the stand down was motorcycle safety which included guest speaker Mark Davis, a basic riding course instructor, who set up a motorcycle simulator to give inexperienced Sailors interested in taking a motorcycle course an idea of what riding is like in a safe and controlled environment.

The Theodore Roosevelt motorcycle group was on hand to sign up new riders, and also held a fundraiser through t-shirt sales. The group focuses on preparedness, safety and having fun within the 200 rider-strong TR motorcycle community.



Mary Ann Rayment, spokesperson for the Virginia Department of Motor Vehicles, talks about vehicular safety.
Photo by MCSN (SW) John Kotara



Cmdr. Mark Colombo, the executive officer for USS Theodore Roosevelt (CVN 71), holds up a shirt awarded to him by TR's motorcycle group.

Photo by MCSN (SW) John Kotara

“I think the even went well,” said Lt. Cmdr. Elena Mathis, the ship’s industrial hygienist officer and one of the coordinators for the last four TR safety standdowns. “We had a good response, the audience paid attention and were respectful. I think we got our message across.”

Get in the

Story by MCSN (SW) John Kotara
USS Theodore Roosevelt Public Affairs

ZONE

Sailors assigned to the USS Theodore Roosevelt (CVN 71) Zone Inspection team are coordinating space inspections for the ship's Crew Move Aboard (CMA) process, slated to begin May 20, to ensure spaces are safe to work and live in as part of the ship's Refueling Complex Overhaul (RCOH) at Newport News Shipyard in Newport News, Va.

The zone inspection program involves 12 zones, each zone having more than 200 spaces. This involves a team of Sailors whom walk the spaces on a weekly basis looking for anything out of the ordinary. The critical composition of the team is the presenter, the Sailor who is responsible for the safety and cleanliness, and the inspector. The inspector is an Officer or Chief Petty Officer from another department who

walks with the presenter. Working together, the two walk the space and identify any deficiencies.

"The presenter will accompany the inspector and both will survey every corner in an attempt to find any dissatisfactory incidents," said Chief Hospital Corpsman (SW/AW) Jhohn Joiner, leading chief petty officer of the zone inspection program.

While touring the spaces, the inspector will look for a number of items or discrepancies like valves in good working order, clear and legible labels, correct stencils on all the pipes, and space cleanliness.

"Looking for these things will ensure no spaces have fire hazards, flooding, or hazmat materials that could injure anyone," said Joiner. "This is why the presenter takes ownership of their space so

they know what is going on and take pride in their spaces."

In doing these inspections the program provides valuable information pertaining to the compartments. Joiner says this will ensure compartments are ready to be lived or worked in on a permanent basis.

With crew move aboard approaching, Sailors are working feverishly to bring the ship back to life. This is one of the many programs set in place to help TR get back to its proper place among the fleet.

"Not only will this help find any issue," said Joiner, "but this will help make everyone more aware of their surroundings and get the ship back into operational readiness."

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PHOTO OF THE WEEK



Rear Admiral Tom Moore, Program Executive Officer for Aircraft Carriers, is welcomed by sideboys May 17 at USS Theodore Roosevelt CVN 71. (RDML Moore's photo badge has been altered for security purposes).

Photo by MC3 Tyrell Morris

Photo Find

Can you find the 8 hidden objects?

1. Spear
2. Candy cane
3. Goblin
4. Whale
5. UFO
6. Smiley face
7. Golf ball
8. Dove



Photo illustration by MCSN Casey Cosker