

TAKE NOTICE



The Voice of the Iron Gator

29 December, 2018



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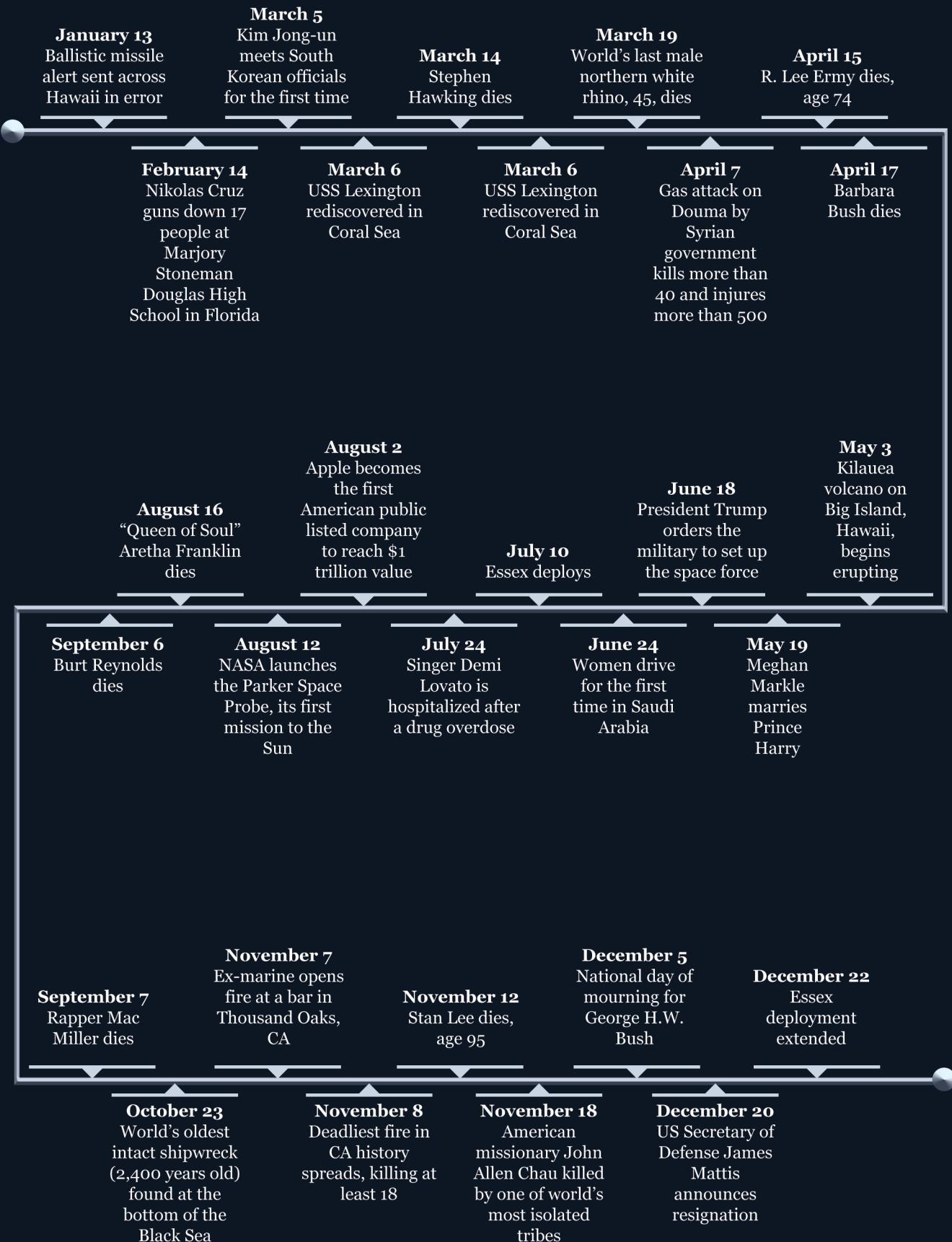
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2018

Remembering



WARRIORS OF THE DAY



*LS3 Kaycee Laureta
Anaheim, CA*



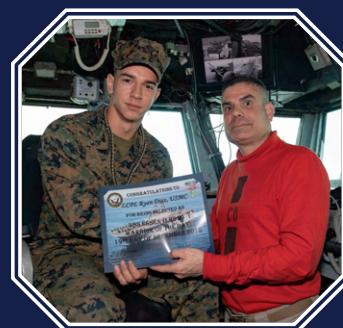
*SGT Peter Dye
Sacramento, CA*



*EN3 Isaac GarciaFasset
Elizabeth, NJ*



*LCPL Ryan Diaz
Garland, TX*



*ABH3 Jacob Branum
Waxahachie, TX*



History and Heritage

1. What craft was invented during 1775 to fight the British Navy?

2. What service did the Navy provide during the Mexican-American War?

3. Who gave the famous order, “Damn the torpedoes! Full speed ahead.” What battle was this during?

4. How did Alfred T. Mahan influence naval strategy?

5. What are some actions that the Navy was involved with during the same timeframe as the Vietnam Police Action?

5. The manned space exploration program and manned underwater exploration.

4. As one of the first Naval War College students, he stressed the importance of understanding naval needs and sea power.

3. Admiral Farragut during the Battle of Mobile Bay.

2. The Navy blockaded the port cities on the Gulf and the “Mosquito Fleet” provided amphibious operation in U.S. military history.

1. A warfar submarine, named the Turtle.

**"The sea
speaks a
language
polite people
never repeat.
It is a
colossal
scavenger
slang and has
no respect."**

- Carl Sandburg

*LCPL Jose Nunez
Las Vegas, NV*



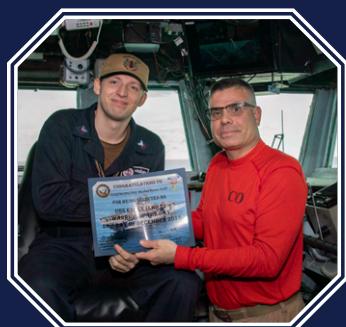
*IT3 Jordan Johnson
Camas, WA*



*CPL Randle Lane
Burlington, TX*



*OS2 Michael Rance
Vicksburg, MI*



*CPL Karley Gregory
Dayton, TX*



*BMSN Kadidja Toure
Irvington, NJ*

Rhyme & Reason

Story written by MC2 Chandler Harrell

Of the many memorable acts performed at Essex's 2018 Thanksgiving TalentQuest, CS2 Brandon Bankston was one of the more surprising. As the audience cheered his arrival onstage, he gave a brief address before beginning.

"I've got a lot to say," said Bankston. "And I've only got a minute and forty-five seconds to say it. So, without further ado, let's get to it."

As the beat played, he began to rap a song that he wrote himself. The speed of the verses quickly picked up, and soon he is rapid-firing about topics ranging from his work ethic to the state of the world. The eyes of the Sailors working the stage behind him widened. The audience roared with delight as he dropped a lyric about getting his Information Warfare Specialist Pin.

"That was written specifically for the talent show," said Bankston. "One and done. I like to do new material whenever I perform live. It might have been easier to use one of my older songs, but I wanted to show my ability to rap fast when I'm not recorded. I mention things specific about deployment so that it was relevant to right then, but I'll

probably never perform it again."

This may have been Bankston's Essex debut, but he is far from a stranger to the rap game. According to him, this is the longest he's been at a command before most people knew about his musical hobby. He's been perfecting his craft for 19 years. From a young age, artists such as

Bankston's musical pursuits produced seven mixtapes, mostly distributed to friends and acquaintances. In his youth, he wanted to become the next big thing. When he got a taste of what that would take, he didn't like it very much. He worked briefly with a record label before enlisting in the Navy. Things went sour due to the lack of control the label allowed him to have over the subject matter he covered.

"As a kid," said Bankston. "Everybody wants to chase the dream of being a superstar. But, there is so much that goes into it that people don't see, such as promotion and creative control. If you sign a contract with a creative control clause, the record company gets to decide what you say and how you say it. If they want you to talk about guns, drugs and negativity, that's what you're going to talk about. If they were to offer me a contract today, I wouldn't sign it unless it met my standards."

Eminem and Andre 3000 inspired him to apply a love of creativity, fostered by his family, to musical pursuits.

"I've listened to music all my life," he said. "My mother's a teacher, so literature, reading and writing were always instilled in my house. I decided that rapping was the coolest thing to do with all that. When I decided to start working on music, I haven't stopped ever since."



As hard times got harder, Bankston found himself in the recruiter's office looking for something more. He chose the Culinary Specialist rating because of his second love, food. From the age of 16 until he went to boot

camp, he worked at a restaurant called Hotlanta Wings in his hometown of Atlanta. He decided that it would be best to make a career out of food service, and a hobby out of music.

"I loved to cook growing up," he said. "I loved music growing up. Those are my two most important things. I can take creative criticism with my cooking more easily than I can with my music. With cooking, it's my job. Music is my passion. I don't ever want to get to the point where I get tired of making music because it's my job."

Bankston found the creative skills he developed as a musician invaluable to his naval career. The dangerous environment aboard Navy ships, especially in the galley, requires one to be able to react quickly to change and danger. Bankston's inherent battle rhythm comes not from combat experience, but a different kind of battle.

"When I first started doing music," said Bankston. "I used to rap battle. You have thirty seconds to give someone you don't know a once over, then come up with a verse to talk about them. I've gotten into the habit of analyzing a problem quickly and coming up with a solution. It's become almost no effort to look at a problem and formulate a solution."

Just as his music helped develop him as a Sailor and cook, his Navy adventure has helped develop him as an artist. He credits the diverse catalogue of topics covered in his songs to the trials, travel and personal growth he experienced while serving.

"On my first mixtape," he said, "Every other word was a curse word. I wasn't really saying

anything. I was just showing off that I could rap. When I went on my second deployment, I went through some personal issues. I started applying that to my music. I began to develop more as an artist. Getting older and more mature made my music a lot more versatile. I can put together whole projects covering multiple topics and not curse once."

Bankston says travelling across the world gave him a glimpse at how other people lived, reminding him just how good Americans

"Music is my passion. I don't ever want to get to the point where I get tired of making music because it's my job."

have it. It humbled him and widened his perspective. Bankston also experienced some humility after suffering his first loss as a battle rapper while serving. However, according to him, the circumstances were less than fair.

"Around the time I first got in the Navy," said Bankston. "I was in Hawaii. I was battling against the champion of the state at the time. I beat him in the first two rounds, hands down. Then the manager pulled me aside. He said 'That's our champion. You're

not from here. We can't let you walk out with a victory, because he represents us'. So, after a few more rounds, the judges declared him the winner."

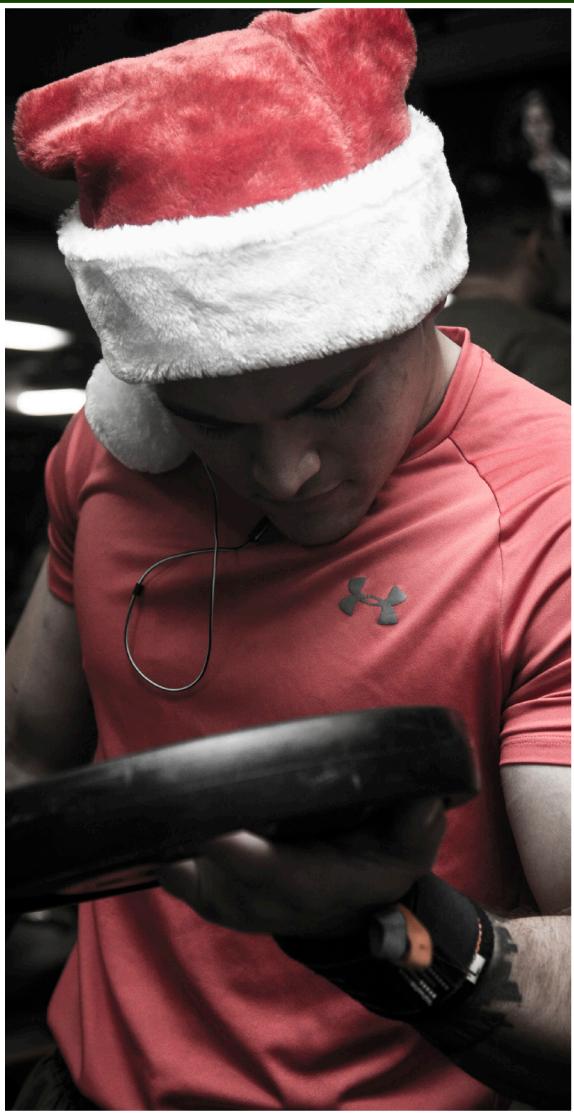
Bankston holds no grudge for this loss, even if it was a fixed match. He's not the type of person to be dissuaded from failure. He believes that victory comes from a consistent desire to overcome these types of obstacles. For him, perfecting his craft has become a habit.

"Motivation is not the key to success," he said. "It's routine. Motivation just gets you through the door. Motivation runs out. When you run out of motivation, your strict routine is what you have to fall back on. I have it set up so that at this time of this day, I write something. Even if it's only two lines, I know that when the time comes, I have to get something out and make progress."

Bankston uses Facebook as a public display of his progress and means of distributing his music to his friends. While in port, he would make weekly posts of his work to show people that he's still going strong. He plans to release his next major project, untitled at this moment, after our current deployment. This labor of love will surely help get him through the ever-changing course of this cruise.

Dedication to a hobby, especially one requiring as much thought as songwriting, can help bring sense to what seems like a senseless time. Making a habit out of doing what you love can bring rhyme and reason to the hard work necessary to make it through the day.

THIS WEEK



IN PHOTOS

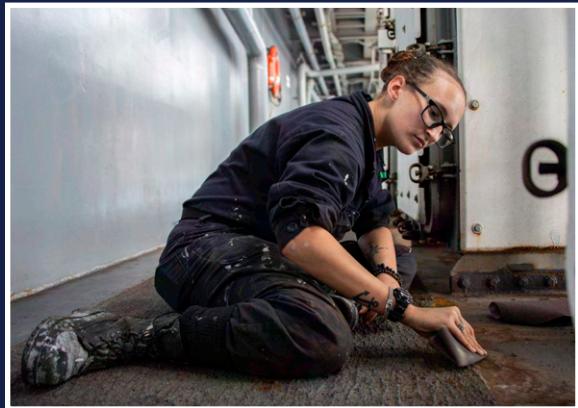


Photos by 13th MEU Public Affairs

THIS WEEK



IN PHOTOS

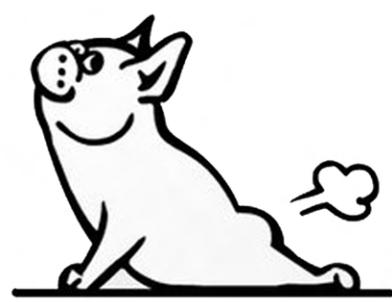


STRESSED?

INHALE



EXHALE



RELAXATION CLASS

WHEN: Sunday @1900

WHERE: Medical

WHO: YOU!

POC: HM2 Hagemeyer

Midnight on the Mess Decks

New Years Celebration

Ring in 2019 with Music, Games & Festivities!



The USS Forrestal Fire

The day before the accident, Forrestal loaded sixteen 1000-lb AN/M65A1 "fat boy" bombs. Some of the batch of AN-M65A1s Forrestal received were more than a decade old, having spent a portion of that exposed to the heat and humidity of Okinawa or Guam, eventually being improperly stored in open-air Quonset huts. Unlike the thick-cased Mark 83 bombs filled with Composition H6, the AN/M65A1 bombs were thin-skinned and filled with Composition B, an older explosive with greater shock and heat sensitivity.

On 29 July, an electrical power surge in the Phantom caused one of the four 5-inch Mk-32 Zuni unguided rockets in a pod on external stores station 2 to fire. The rocket was later determined to be missing the rocket safety pin. The rocket flew about 100 feet across the flight deck and ruptured a 400-US-gallon wing-mounted external fuel tank on a Skyhawk piloted by Lieutenant Commander Fred D. White. Lt. Cmdr. John McCain stated in his 1999 book *Faith of My Fathers* that the missile struck his aircraft, alongside White's A-4 Skyhawk.

While the rocket did not immediately detonate, it broke apart on impact with the fuel tank, causing the highly flammable JP-5 fuel to spread under White's and McCain's A-4s and be ignited by numerous fragments of burning rocket propellant.

Damage Control Team No. 8, led by Chief Farrier, were the first responders to any incident on the flight deck. They immediately took action. Farrier immediately attempted to smother the bomb with a PKP fire extinguisher, attempting to delay the fuel fire from spreading and give the pilots time to escape their aircraft. Despite his efforts, the casing suddenly split open and the explosive began to burn. Farrier, recognizing that a lethal cook-off was imminent, shouted for his firefighters to withdraw, but the bomb detonated. Farrier and all but three of his men were killed

instantly.

The first bomb detonation destroyed White's and McCain's aircraft, blew a crater in the armored flight deck, and sprayed the deck and crew with bomb fragments and shrapnel from the destroyed aircraft. Burning fuel poured through the hole in the deck into berthing compartments below. In the tightly packed formation on the aft deck, every aircraft, all fully fueled and bomb-laden, was damaged. Nine seconds later a second bomb



exploded. Bodies and debris were hurled as far as the bow of the ship. All seven F-4s caught fire.

In less than five minutes, seven or eight 1000-pound bombs, one 500-pound bomb, one 750-pound bomb, and several missile and rocket warheads heated by the fire exploded with varying degrees of violence. The explosions tore seven holes in the flight deck, with about 40,000 US gallons of burning jet fuel from ruptured aircraft tanks poured across the deck and through the holes in the deck into the aft hangar bay and

berthing compartments.

Personnel from all over the ship rallied to fight the fires and control further damage. They pushed aircraft, missiles, rockets, bombs, and burning fragments over the side. Sailors manually jettisoned numerous 250- and 500-lb. bombs by rolling them along the deck and off the side. Sailors without training in firefighting and damage control took over for the depleted damage control teams. Unknowingly, inexperienced hose teams using seawater washed away the efforts of others attempting to smother the fire with foam.

The fire left 134 men dead and 161 more injured. It was the worst loss of a life on a U.S. Navy ship since World War II. Of the 73 aircraft aboard the carrier, 21 were destroyed and 40 were damaged.

The United States Navy uses the Forrestal fire and the lessons learned from it when teaching damage control and ammunition safety. The flight-deck film of the flight operations, titled "Learn or Burn", became mandatory viewing for firefighting trainees. All new Navy recruits are required to view a training video titled Trial by Fire: A Carrier Fight for Life, produced from footage of the fire and damage control efforts, both successful and unsuccessful. A "wash down" system, which floods the flight deck with foam or water, was incorporated into all carriers, with the first being installed aboard Franklin D. Roosevelt during her 1968–1969 refit. In addition, all current Navy recruits receive week-long training in compartment identification, fixed and portable extinguishers, battle dress, self-contained breathing apparatus and emergency escape breathing devices. Recruits are tested on their knowledge and skills by having to use portable extinguishers and charged hoses to fight fires, as well as demonstrating the ability to egress from compartments that are heated and filled with smoke.



John McCain was almost killed on board Forrestal on July 29, 1967. While the air wing was

the fuel and knocked two bombs loose. McCain later said, "I thought my aircraft exploded. Flames were everywhere." McCain escaped from his jet by climbing out of the cockpit, working himself to the nose of the jet, and jumping off its refueling probe onto the burning deck. His flight suit caught on fire as he rolled through the flames, but he was able to put it out. He went to help another pilot trying to escape the fire when the first bomb exploded; McCain was thrown backwards ten feet (three meters) and suffered minor wounds when struck in the legs and chest by fragments. McCain helped crewmen throw unexploded bombs overboard off the hangar deck elevator, then went to Forrestal's ready room and with

other pilots watched the ensuing fire and the fire-fighting efforts on the room's closed-circuit television. In Saigon a day after the conflagration, McCain praised the heroism of enlisted men who gave their lives trying to save the pilots on deck, and told The New York Times reporter R. W. Apple Jr., "It's a difficult thing to say. But now that I've seen what the bombs and the napalm did to the people on our ship, I'm not so sure that I want to drop any more of that stuff on North Vietnam." But such a change of course was unlikely; as McCain added, "I always wanted to be in the Navy. I was born into it and I never really considered another profession. But I always had trouble with the regimentation."

preparing to launch attacks, a Zuni rocket from an F-4 Phantom accidentally fired across the carrier's deck. The rocket struck either McCain's A-4E Skyhawk or one near it. The impact ruptured the Skyhawk's fuel tank, which ignited

THE FACES of RDIV



Responsible for all structural, piping, machinery repair, plumbing and cosmetic repairs on board Essex, R Division is here for you! These unsung heroes of the ship are the men and women you call for any habitability issues with berthing, and are the primary responders to any and all damage control casualty.

"This is not an easy job, but having a good team to lean on makes all the difference," said DC2 Lacoste.

The brave Sailors of Repair Division, and the unmatched work they produce, may go initially unnoticed, but it is due to their diligence that allows the 3500 Sailors and Marines the simple comforts and securities they enjoy. Their role as Flying Squad ensures the ship's safety from flooding and fires and maintainers for all Damage Control equipment is one of the most crucial roles on the ship.

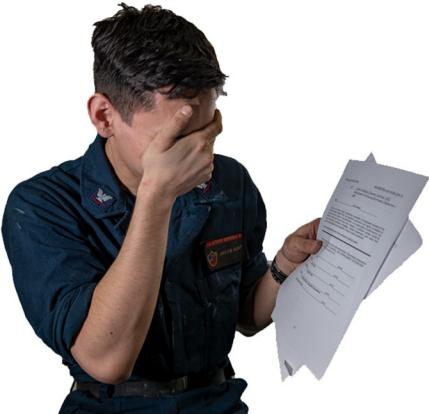
"The Sailors that work for me make this the best job in the world," said HTC Myers. "The work they do is hard and usually means working while others sleep, but they do it with a smile on their face which makes me proud every day."

Here to make sure you get home safe, R Division will ensure you are comfortable and have all the luxuries they can provide. Your local Flying Squad members have your back!





"We are the guys that run to the casualty when the rest of the ship is scared shitless," said DCC Muskett.





"You have to forcefully insert yourself into the division."

DCCM Andrews

"Don't blame me, blame your recruiter."





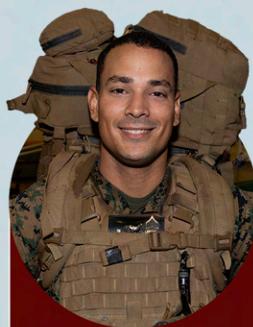
"Stop flushing shower curtains down the f@#king toilets!"

What is wrong with you guys?" said HT3 Vereecke



AROUND THE DECKPLATES

WHAT'S YOUR NEW YEAR'S RESOLUTION?



"To enroll in college."



"To train in boxing so I can finally kick my brothers ass."

- SGT Lendore Santiago, DR



"My New Year's resolution is to be drunk, because you can't go anywhere but up from there."

- AN Valdespino
Riverside, CA



"To complete my master's degree and to not be so self-judging."

- SGT Griffin
Charlotte, NC



"I want to continue going to the gym."

- ENCS Thomas
Mobile, AL



"To save more money."

- GM2 Reinhardt
Waterloo, IL

Sampaga's Joke Corner

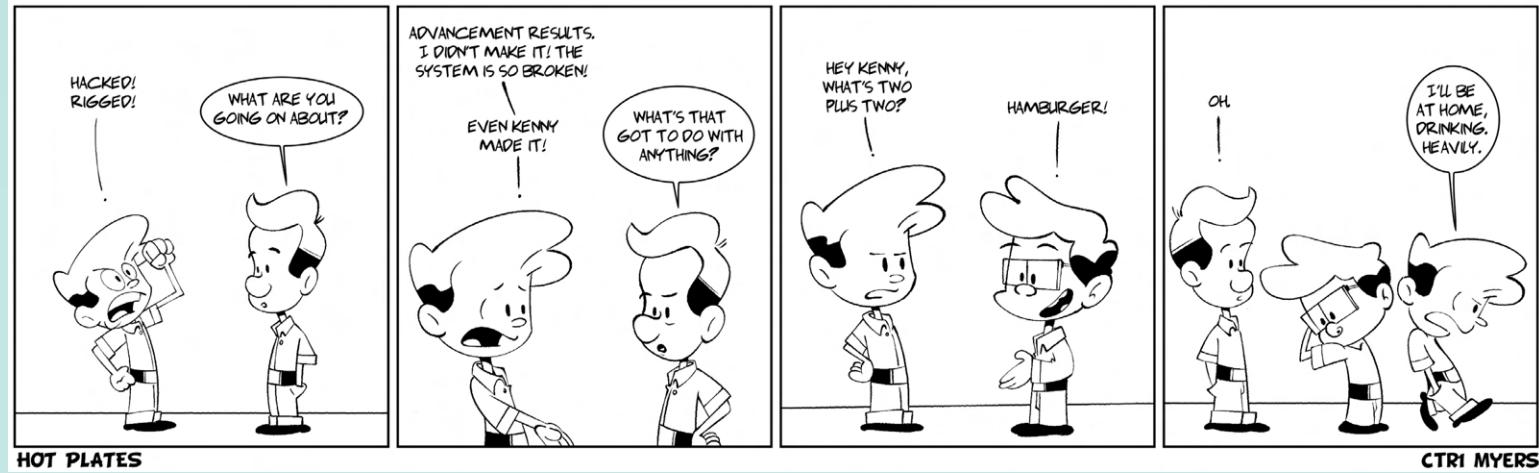
What do you call a frozen dog?
A pupsicile.

Why did the cross-eyed teacher lose her job?
Because she couldn't control her pupils.

What do you get when you cross a fish with an elephant?
Swimming trunks.

Submit your jokes to
jenna.dobson@lhd2.navy.mil

Being able to do well in high school without having to put in effort is actually a big disadvantage later in life.





Cruisebook Cover



Bahrain



Dubai



Dubai



Dubai

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WHAT YOU NEED!**

YOU KNOW WHERE TO FIND HER

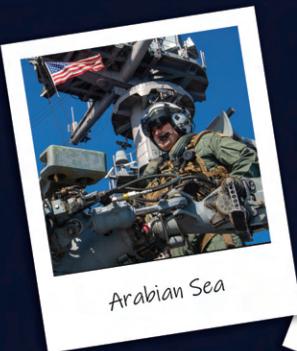
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Arabian Sea



Arabian Sea



Arabian Sea



Arabian Sea

