

TAKE NOTICE



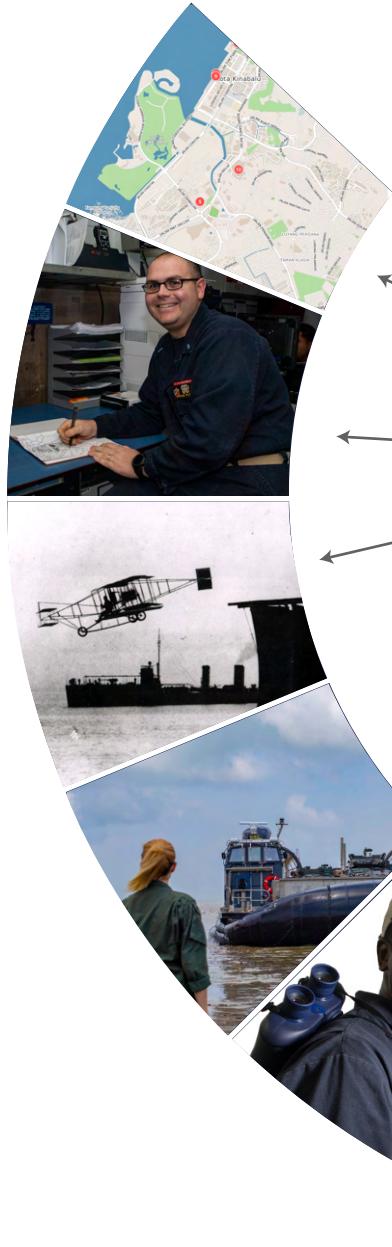
The Voice of the Iron Gator

28 February, 2019



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K O T A K I N A B A L



WARRIORS OF THE DAY



*CPL Anthony Delgado
El Paso, TX*

*AG3 Johnny Hendricks
Concord, NC*



*CPL Jacob Jackson
Cape Coral, FL*



*CS3 Deean Ubasa
Waipahu, HI*



U.S. Navy



History and Heritage

1. What year did Congress authorize the Women's Reserve establishment with an estimated goal of 10,000 enlisted women and 1,000 officers?

2. Who made America's first suborbital flight on May 5, 1961?

3. During which war did radar and sonar come into full use?

4. What does the license plate of the Commandant of the Marine Corps read?

5. What year was the recommendation given by a Navy surgeon to employ women in hospitals in order to care for the Navy's sick and wounded?

5. 1811

4. 1775

3. World War II

2. Commander Alan B. Shepard, Jr.

1. 1942

“All problems become smaller if you don’t dodge them, but confront them. Touch a thistle timidly, and it pricks you; grasp it boldly, and its spines crumble.”

- Adm. William “Bull” Halsey, Jr.



Fun Facts About Adm. William “Bull” Halsey, Jr.

1. Halsey never held the rank of lieutenant (junior grade), as he was appointed a full lieutenant after three years of service as an ensign. For administrative reasons, Halsey's naval record states he was promoted to the rank of lieutenant (junior grade) and lieutenant on the same day.
2. From 1909 to 1932, he was captain of twelve different torpedo boats and destroyers.
3. Halsey was known to enjoy chow in the enlisted mess decks with his junior Sailors.
4. After graduating from Annapolis in 1904, he sailed in Roosevelt's Great White Fleet from 1907 to 1909 aboard the battleship USS Kansas.
5. Halsey was known to dread the 13th of every month because on April 13, 1904, he was on the bridge of the battleship USS Missouri when a flareback from the port gun in her aft turret ignited a powder charge and set off two others, suffocating 31 officers and men to death.
6. In 1934, Halsey was offered the command of the aircraft carrier USS Saratoga and was told to attend the course of an air observer. He instead enrolled as a cadet for the full 12-week Naval Aviator course because, “I thought it better to be able to fly the aircraft itself than to just sit back and be at the mercy of the pilot.” At the age of 52, he is to this day the oldest person to earn his Naval Aviator’s Wings.
7. Average Americans—from schoolchildren to grieving mothers—deluged the admiral with rousing and heartfelt letters during World War II. While he got too many to reply personally to all of them, he replied to the ones that either made him laugh or reminded him of the ultimate effects of the war at hand.
8. Halsey was one of four people to ever hold the rank of Fleet Admiral.

The
Art
of
Dance

Written by MC2 Chandler Harrell Art by LT j.g. Brian Fleming

A long time ago, an old farmer's horse ran away. The farmer's neighbors gather to console him, saying, "We are sorry for your loss. What a terrible turn of events!"

The farmer shrugs his shoulders and simply replies, "Who's to say?"

Several days later, the horse returns, bringing with it a herd of new horses. The neighbors gather to congratulate the farmer.

"What good luck you have! Isn't this wonderful?"

"Who's to say?" he asks.

He gifts one of these horses to his son. One day, his son falls off his horse and breaks his leg. The neighbors return.

"We are so sorry for your son. This must be a bad time for you."

"Who's to say?" the farmer repeats.

The following day, an imperial messenger tells the village that war has been declared and all able bodied men must be drafted into the army. Since the farmer is old, and his son has a broken leg, both are spared. The remaining villagers are confounded.

"You're the only men who weren't drafted! You must be so pleased with your fortune!"

The farmer shrugs his shoulders once more.

"Who's to say?"

This parable is often quoted to explain Taoism, a religion and philosophy developed in ancient China. Taoism has millions of adherents, both in China and abroad, including Lt. j.g. Brian Fleming, division officer for CI division.

"I feel like there's a balance in everything," said Fleming. "All the bad people in the world are balanced out by all of the good people. All of the terrible things that happened in history are balanced out by the good. That gives me a sense of peace,

knowing that every time something bad happens, something equally good is either going to happen to me or somebody else."

His desire to seek balance arose from the beginnings of his naval career. As he struggled with the demanding life of an Ensign aboard a minesweeper, he began to feel as though he would never be the very best he could be.

"I talked myself into thinking that I wasn't doing anything right, I didn't know what I was doing, and what I got myself into. I had no way out of that, so I just kept spiraling down. That's when I reached out to my ship's doctor, and went on limited duty. From there, I was able to focus more on myself and develop my spirituality."

One of Taoism's core concepts in yin and yang, the contradictory forces of nature whose balance brings the universe in harmony. The popular symbol of yin and yang, or taijitu, inspired Fleming not only in his philosophy, but in his art. His drawings have a mosaic quality, several pieces of black and white coming together to form a whole.

Lt. j.g. Fleming also draws inspiration from artists such as Vincent Van Gogh, Frank Lloyd Wright, Gustav Klimt, Katsushika Hokusai and the Art Nouveau movement. Despite being influenced by those who came before him, he emphasizes that all creative people must work on finding their own style and voice.

"If your art has something to say," he suggests, "it will. If you're a creative person, don't force your work to say something that it doesn't want to say. So just stick with your creative work, and maybe it will say something you didn't mean for it to say. Then you learn something about yourself. That's how I found myself, I just kept drawing."

Lt. j.g. Fleming was also able to learn more about himself through another creative work, writing. Before joining the Navy, he taught

junior high and high school English. While getting his English degree, he wrote every genre, trying to stretch his creative muscles to their limit. Later in life, his world view began to permeate his writing, allowing him to develop a unique style.

While no longer a teacher, he still uses the skills he developed to pass wisdom on to a new generation. He mostly writes children's books for his son.

"Usually it's some version of someone trying to find their place in the world. Whether they find peace in realizing they don't have to be like everyone else, or they find a group of people to be with, that's the message. When he was really into biology, I wrote a book about a cell that didn't realize its place within the body, and then was taken to another body. There, it realized it's a stem cell, and it's place its to help fight disease."

While his current audience is his own son, he wishes to one day become a published author. He hopes that the universality of his message will reach all audiences, regardless of their spirituality.

"The best part about Taoism is that I don't need to go around using the big 'T' word with everyone I meet," Fleming said. "I can talk about balance, harmony and living in the moment, and those things will be accepted by anyone. There's no need for me to evangelize. As long as people come to the same conclusion, that it's okay, they're okay and we're okay. That's all that really matters."

Life on a warship can present challenges, whether you're a seaman, sergeant or admiral. However, good or bad, we can all make it through one way or another. If you can find your peace, through creative means or otherwise, perhaps you will be able to address all concerns with the wisdom of the old Chinese farmer. Who's to say?

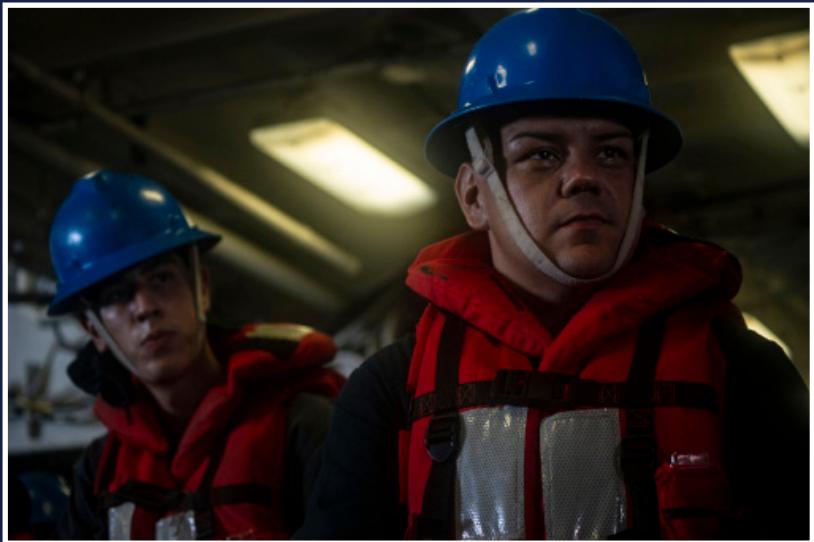
THIS WEEK



IN PHOTOS



THIS WEEK



IN PHOTOS



COMMAND DAPA TEAM



Command DAPA

Need Help? If you have tried drinking responsibly and it's not working, talk to your supervisor or Command DAPA Team members. Resources are available and there is no consequence to asking for help. Contact the command DAPA by emailing DAPA@lhd2.navy.mil or calling PSC Camarena at J-7246

Tips for Responsible Alcohol Use:

Know What One Drink Looks Like – If you're in the business of counting your drinks to stay safe, not all drinks are created equal. A long Island may contain 5-7 servings of alcohol. Remember, one standard drink is typically equal to a 12ounce domestic beer, 7ounce glass of wine or one standard shot of liquor.

Plan your Drinks in Advance – Already know your limit? Set a plan in place to make sure you consume a safe amount of alcohol. Limit your purchase of alcohol with cash instead of opening a tab. No more than 2-3 drinks per day are recommended.

Recruit Friends With the Same Goals - There's power in numbers when it comes to drinking. If you want to consume no more than four or five drinks (or less) find a friend or two who will agree to do the same—whether you're going to the same party, or just hitting the town for a night as a group.

Being a responsible drinker basically means:

- making sure you're safe
- making sure other people are safe
- avoiding dangerous situations
- minimizing the risks to yourself and others
- having a good time



Assistant Command DAPA Team

Tired of wire brushing?

Tired of being the gopher?

Tired of getting primer all over your boots?

Come put on your skates and get your mind right!

C.S.A.D.D.

Coalition of Sailors Against Destructive Decisions

Thursdays @ 1900
Skyline Cafe



Enlisted Surface Warfare Specialist

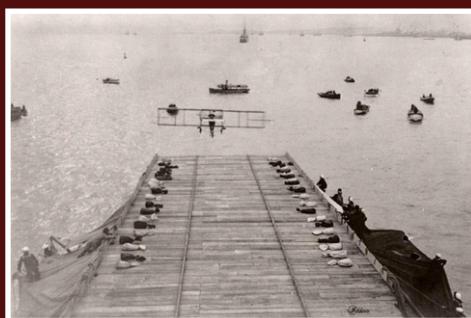
The Navy Jack

In studying the early history of naval aviation, civilian pilot Eugene Ely's performance of the first ever landing on board a Navy ship is viewed as a defining moment for naval aviation literally and symbolically, the "arrested" landing using ropes and sandbags the foundation for carrier flight operations that have become the essence of naval aviation. Somewhat overshadowed is what occurred two months before on November 14, 1910, when Ely successfully took off from the cruiser Birmingham (CL 2) as she lay at anchor in Hampton Roads, Virginia.

This landmark flight was the brainchild of Captain Washington Irving Chambers, the Navy officer tasked with overseeing aviation matters for the sea service, and pioneer aircraft manufacturer Glenn Curtiss. From meetings at air meets at Belmont Park in New York and Halethorpe, Maryland, in October 1910, emerged a plan to fly an aircraft from a U.S. Navy ship, which for Chambers would demonstrate the value of airplanes to naval operations and for Curtiss would hopefully drum up business. In fact, ever the astute entrepreneur, Curtiss was already engaged in arranging a ship to shore demonstration. Teaming with one of his early associates, John McCurdy, he had convinced the publishers of the New York World to offer a prize of \$5,000 to the first pilot to fly an aircraft from the deck of a Hamburg-American Line ship at sea carrying a bag of mail and deliver it over a distance of fifty-miles to New York City. Accidental damage to the aircraft just prior to take off thwarted this flight attempt on November 11, 1910.

Meanwhile, further south at the Norfolk Navy Yard, the sound of hammers could be

heard on board Birmingham as carpenters assembled a wooden flight deck measuring 85 ft. long and 24 ft. wide on the bow of the cruiser. Eugene Ely arrived in Norfolk with his airplane on November 13th, and the following morning he watched as sailors gently lifted and placed it on the improvised flight deck. "ELY READY TO FLY FROM BATTLESHIP" a New York Times article erroneously recorded, stating that Ely saw no additional danger flying over water.



Nevertheless, he had fitted his biplane with light pontoon floats in the event that he was forced down on the water.

When Birmingham got underway before noon on November 14, 1910, the plan was to steam into the Chesapeake Bay and, while underway, launch Ely, who would fly his plane a distance of approximately fifty miles. Yet, as the cruiser reached the waters off Old Point Comfort, the weather became a factor, with light wind, fog, and rain. Not until 3:00 pm, as Birmingham lay at anchor, did the weather begin to clear. Seizing the opportunity, Ely climbed aboard his flying machine, making the decision to take

off despite the fact that Birmingham was not underway, which negated any extra lift he would have gotten from wind going over the deck. At about a quarter after the hour, the plane began its take off run down the deck, which included a five degree angle down, its end just 37 feet above the water.

Feeling his wheels leave the deck, Ely instinctively dove towards the water in an effort to accumulate speed, but miscalculated, which resulted in his wheels and propeller striking the water, the latter described by a newspaper account as looking like "a heavy coarse saw had gone along its edge." Hitting the water also caused saltwater to spray over Ely's goggles, obscuring his vision for a time. With a damaged plane and the primary purpose of the flight—demonstrating an airplane could take off from a ship—proven, Ely sought put down on dry land as quickly as possible, landing on a beach not far from Fort Monroe after less than 5 minutes in the air during which he had flown a distance under 3 miles.

The gravity of what was accomplished on that November day was not lost on a reporter for the Indianapolis Star, who noted, "Aerial navigation proved today that it is a factor which must be dealt with in the naval tactics of the world's future." That the future was close at hand was proven the following month when Secretary of the Navy George Meyer issued a report calling for funding for further experimentation with aircraft, which he viewed as having the potential for value as scouts for the fleet. Indeed, it would be in the scouting role that the airplane gained entry into fleet operations.



Born on a farm in Iowa in 1886, Ely's interest in aviation began when he attempted to fly an early airplane. He damaged the plane so badly that he bought it from the owner, repaired it, and taught himself to fly. In 1910 he first appeared in aviation meets and performed so well that he was engaged to fly with

the Curtiss Exhibition Team. Soon he was one of the team's star performers and was awarded the Aero Club of America's Pilots Certificate No. 17.

He flew in various events, such as the Halethorpe Maryland Meet, where he met the Navy captain in charge of nascent naval aviation, who was convinced that an airplane could land and take off from a ship. This led to two

experiments. On November 14, 1910, Ely took off in a Curtiss pusher from a temporary platform erected over the bow of the light cruiser USS Birmingham. The airplane plunged downward as soon as it cleared the 83-foot platform runway; and the aircraft wheels dipped into the water before rising. Ely's goggles were covered with spray, and he promptly landed on a beach rather than circling the harbor and landing at the Norfolk Navy Yard as planned.

Two months later, on January 18, 1911, Ely landed his Curtiss pusher airplane on a platform on the armored cruiser USS Pennsylvania anchored in San Francisco Bay. Ely flew from the Tanforan Racetrack in San Bruno, California and landed on the Pennsylvania, which was the first successful shipboard landing of an aircraft. This flight was also the first ever using a tailhook system, designed and built by circus performer and aviator Hugh Robinson. Ely told a reporter: "It was easy enough. I think the trick could be successfully turned nine times out of ten."

Ely communicated with the United States Navy requesting employment, but United States naval

aviation was not yet organized. Ely continued flying in exhibitions while Captain Chambers promised to "keep him in mind" if Navy flying stations were created. Captain Chambers advised Ely to cut out the sensational features for his safety and the sake of aviation. When asked about retiring, The Des Moines Register quoted Ely as replying: "I guess I will be like the rest of them, keep at it until I am killed."

On October 19, 1911, while flying at an exhibition in Macon, Georgia, his plane was late pulling out of a dive and crashed. Ely jumped clear of the wrecked aircraft, but his neck was broken, and he died a few minutes later. Spectators picked the wreckage clean looking for souvenirs, including Ely's gloves, tie, and cap. On what would have been his twenty-fifth birthday, his body was returned to his birthplace for burial.

On February 16, 1933, Congress awarded the Distinguished Flying Cross posthumously to Ely, "for extraordinary achievement as a pioneer civilian aviator and for his significant contribution to the development of aviation in the United States Navy."

24th CARAT Malaysia Supports Strong and Enduring Maritime Relationship

By USS ESSEX Public Affairs

The 24th iteration of Cooperation Afloat Readiness and Training (CARAT) Malaysia will conclude with a closing ceremony in Kota Kinabalu, Malaysia, August 20. The CARAT exercise focused on a variety of naval capabilities and is designed to strengthen the close partnership between both navies while cooperatively ensuring maritime security, stability and prosperity.

"Any time that U.S. forces and our allies can work together serves as an opportunity to expand our abilities to function as a cohesive team," said Capt. Gerald Olin, commander, Amphibious Squadron One. "By continuing the tradition of CARAT and strengthening our relationship with the Malaysian military, we are able to build on lessons learned from previous exercises while furthering our understanding of how to work together in the future."

CARAT Malaysia took place on the ground in Kota Kinabalu and in the waters and airspace of the Sulu Sea. Malaysia has been part of the CARAT exercise series since it began in 1995. After more than two decades of annual training events between the armed forces, CARAT Malaysia remains a model for cooperation that has evolved in complexity and enables both navies to refine operations and tactics in response to traditional and non-traditional maritime

security challenges.

During CARAT Malaysia 2018, Wasp-class amphibious assault ship USS Essex brought on over 40 Royal Malaysian marines to take part in a series of shore-based and at sea training events including a replenishment-at-sea, taking on 630,000 gallons of fuel and over 300 pallets of supplies, and a landing craft air cushion (LCAC) beach assault exercise. Royal Malaysian marines worked



closely with U.S. Marines from 13th Marine Expeditionary Unit (MEU) and Essex Sailors to provide valuable opportunities to learn from each other and work cooperatively together in a variety of realistic scenarios.

In addition, the "Avengers" of Marine Fighter Attack Squadron (VMFA) 211 demonstrated the F-35B Lightning II and its capabilities with flight operations and ordnance detonation.

"By training shoulder-to-shoulder with their Malaysian counterparts, our Sailors and Marines were able to build on

the foundation of our enduring relationship with Malaysia," said Olin.

CARAT Malaysia builds upon other engagements with Malaysia including Pacific Partnership, the largest annual multilateral humanitarian assistance and disaster relief preparedness mission and Southeast Asia Cooperation and Training (SEACAT), which involves nearly a dozen partner nations. These

engagements serve to enhance information sharing and coordination and support long-term regional cooperation. Phases vary based on exercise locations, mutual training goals and participating assets. Many CARAT phases feature a broad range of naval competencies including surface warfare, undersea warfare, air defense and amphibious

warfare, maritime security operations, riverine operations, jungle warfare and explosive ordnance disposal, combat construction, diving and salvage, search and rescue, maritime patrol and reconnaissance aviation, maritime domain awareness, military law, public affairs and military medicine and humanitarian assistance and disaster response.



THE FACES OF NAVIGATION

Navigation department may be small but being responsible for the safe navigation of the non Gator to any destination in the world is no small task.

These Sailors manage all of the nautical charts, navigation publications and various navigation instruments to safely route the ship wherever the mission demands.

But does a Quartermaster really need a map? Kind of. If they needed to, these Sailors could calculate the ships position utilizing the stars!





"What sets NAV department apart from others around the ship, is that we always know where we are, where we are going and we always have the best view."

OMI Schneider



AROUND THE DECKPLATES

WHAT'S YOUR WORKOUT SONG?



"Angel of Death by Slayer"

- ITI Sobolik



"III Mind 5 by Hopsin "

-FR Skinner



"Eye of the Tiger"

- LCPL Townsend



"Grind on Me by Pretty Ricky"

- IS2 Watson



"Give It to Me"

- CPL Robert Guercio



"Sorry Not Sorry by Demi Lovato"

- CPL Rogers

Sampaga's Joke Corner

A woodpecker saw the most beautiful tree it had ever laid eyes on. It landed, but flew away immediately. Why?

The tree was impeccable!

Submitted by CTR2 Eckelbecker

What's the worst drug for a fish?

Worms. Once they're hooked, they're dead.

I'm planning to open a dollar store in England called "Pound Town."

You know you're old when you fall down and no one laughs.



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



Deployed Resiliency Counselor

Grief | Separation | Relocation
Deployment | Relationship Issues
Parent-child Interactions
Other Challenges of Military & Family Life

“Serving Sailors at Sea”