

TAKE NOTICE



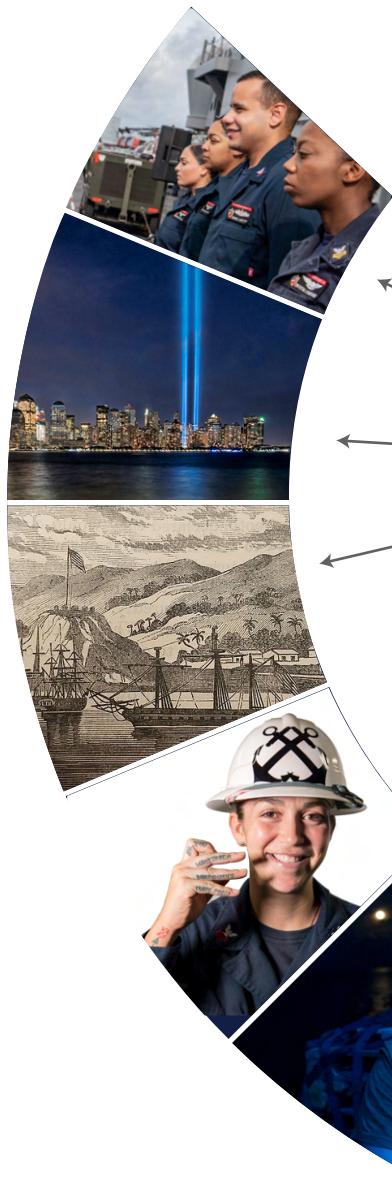
The Voice of the Iron Gator

28 February, 2019



Featured

in this edition



- **3 CO's Letter to the Crew**
- **6 Tigers get Underway**
By MC2 Chandler Harrell
- **13 Navy Jacks**
Learn about this week's ESWs topic.
- **14 Faces of S-2**
Meet the Sailors of S-2!
- **18 Around the Deckplates**
What was your favorite part of Tiger Cruise?

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Sailors of the Quarter



AO1 COURTNEY
SANDERS

What have you done that has helped you become an SSOQ?

I've listened and taken action! My chain of command pushes me to strive for the best and to be aware that, "The only person that can hold you back is you!" My goal is to spread that same motivation and drive to the junior Sailors and Marines throughout the ship every day.

Who motivated you, and how did they help?

There have been so many in my 13 years of service that have molded me into the Sailor I am and the leader I continue to grow into every day. My Weapons/SCAT Sailors who manage the ammunition, manning the gun mounts for hours, build bombs/rockets, prepare ordnance packages for the Marines, and so much more. They are pushing hard on qualifications daily, smiling, and singing in the Mess Decks. The Scullery Sailors and Marines that are dancing and washing dishes and the trash crew that are dirty and tired, but happy. I'm motivated by so many & I could go on and on! Sailors from all departments that speak to me daily; just excited to tell me about their day or just say 'Hello.' There are days when I may feel overwhelmed, but someone on the ship helps me to continue pushing.

What motivates you to be a better Sailor?

It's humbling, and such an honor to be selected. Nothing I've ever done was done for the purpose of getting recognition. The Navy has given me a chance when many people haven't, and at the darkest moments when I didn't believe in myself I had mentors who believed in me. I want to lead and guide others during my career and this SOQ represents the people that have invested in me over the years, and that is my family, as well as my Essex family and everyone that has taken time to show me things and teach me over my career.



HM2 ISRAEL
CASTRO

What advice do you have for Sailors who aspire to become a SOQ?

Be true to yourself through the good and bad. The true measure of someone's character is not when everything is going well, it is not when we fall down, nor is it how we get back up, it is what we do after we get back up. If you take care of the people around you the results will speak for themselves. We get to work with the sharpest and hardest working group of people that volunteered to serve each other and their country every day. The work we do keeps our country and families safe, and if that doesn't motivate you, I don't know what will.



AC3 BREANNA
PITTS

What have you done that has helped you become a JSOQ?

My time was accounted for. I knew that the time away from my family had to be worth it. Alongside the bigger mission of the Navy is knowing that there are smaller moments in the day that need to be taken advantage of. I did not know anything about a sailor of the quarter , I simply stayed focused on my task, enjoyed the company of others and was genuine to my own mission and the fruits of my labor was a byproduct. It's hard to be bored when you are always studying , It makes missing home a little easier when you know the time you take away from family is being utilized productively, in any manner. I refuse to come home to my daughter and tell her I all the time I was allotted to be better, I wasted.



AN GABRIELA
VAZQUEZ

What motivated you in becoming a BJOQ?

Honestly, in the beginning, becoming Blue Jacket of the Quarter was not a thought in my head. I was very nervous, and yet so very honored to be representing Air Department. My division and fellow shipmates believed in me so much. Even my competition, SHSR Leslie Benavides, had so much faith in me, and helped me study for my board. It was then when I realized that not only did they have faith that I could win, but so did I. It motivated me to give it my all. To this day, I am still so grateful that I won.

What advice do you have for people who aspire to become a BJOQ?

It doesn't matter if you're an undesignated Airman, Fireman or Seaman. Your Navy career is limitless. Your work ethic and attitude will speak volumes, because at the end of the day those are the things you have the most control over. Nothing will go unnoticed, so always be the best version of yourself. The right person is watching, and your time to shine will come.

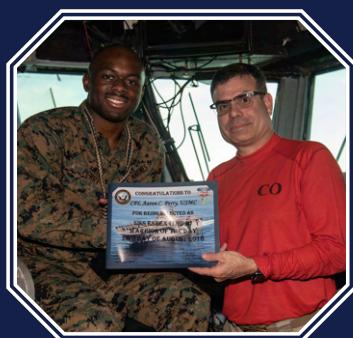
WARRIORS OF THE DAY



*ACAN Joseph Mendoza, Jr.
Fontana, CA*



*CPL Aaron Perry
Ft. Lauderdale, FL*



*IC3 Matthew Bonilla
Dumont, NJ*

*SGT Jonathon Ritter III
Temecula, CA*



History and Heritage

1. When was the first Man of War of the Continental Navy, USS Alfred, commissioned?

2. Who was the first Secretary of the Navy?

3. How many ships did the United States have at the start of the War of 1812? Britain?

4. What was the first U.S. warship to visit China?

5. When was the Naval Academy in Annapolis, Md., established?

5. 10 October, 1845

4. USS Congress

3. U.S. had 17. Britain had over 600

2. Mr. Benjamin Stoddert

1. 3 December, 1775

**“Be convinced
that to be
happy means
to be free and
to be free
means to be
brave.
Therefore, do
not take
lightly the
perils of war.”**

- Thucydides

*CTN2 Jesse Hernandez
Dallas, TX*



*CPL Nathan Sisler
Oakland, MD*



*BM3 Travis McIver
Harrisburg, PA*



*CPL Ethan Gibson
Jacksonville, FL*





Living Through History

September 11th Remembered

Written by MC2 Chandler Harrell

As we go about our daily routine, we rarely think of ourselves as living through history. Each day can seem just like any other. December 7, 1941 must have seemed like another day for the Sailors at Pearl Harbor, until the sky was darkened by the wings of Japanese fighters. Similarly, September 11, 2001, began as another day of hustle and bustle in the city that never sleeps. When the sky was again darkened by attacking aircraft and the city smothered in the smoky ash of the World Trade Center, it became another day that will forever live in infamy.

You have to go to a museum to learn what life was like before Pearl Harbor, but those who have no memory of life before 9/11 need only look a few years back.

Interior Communications Electrician 1st Class Jimmy Rodriguez, a Bronx native, was a teenager when the attacks occurred and he has a clear memory of life in New York before that day.

"Before 9/11," said Rodriguez. "New York was very dog-eat-dog. In a city with 8 million people, most

people tended to be only out for themselves. September 11th made us realize that we couldn't just be independent all the time, and we could help each other out. It became less about 'me' and more about 'we'."

Their independent attitude, while not entirely destroyed by the attacks, was supplanted with mutual aid and healing in the wake of disaster. Millions of strangers suddenly found themselves to be part of a family that stretched far beyond the city limits. It was a bond of fear and sadness at first, but soon grew into a bond of solidarity.

"People were always looking over their shoulder, because they all knew that the threat was there. Even when things seemed like they were calming down, we looked to each other and we held each other, because we realized that we were in this together. The paranoia faded over time, but things will never be normal again."

For Rodriguez, like many others, the disaster hit close to home. He was in his high school cafeteria awaiting his daily assignments when

the first plane hit the towers. The principal took students aside who had family working in the tower, including Rodriguez. Miraculously, his father, who worked the night shift, got off work minutes before the attack began. Much like the city, however, his family's life would never be the same.

"My father survived, but in a way, after losing that job, he died that day. He's had a hard time finding work ever since, and it was growing up in that environment that made me want to get out and be part of something bigger."

Rodriguez found his opportunity when he met a Navy recruiter from New York who was at sea on that fateful day. He answered the call to serve his nation, as many did in the following years.

For those already serving, the attacks had an immediate impact on their lives. Before, most military installations were in Force Protection Condition (FPCON) Alpha or Normal. Suddenly, all available resources were diverted to take action against Al-Qaeda and prevent further attacks. The War on Terror had begun, and we would never be in FPCON Normal again.

Senior Chief Aviation Boatswain's Mate (Handling) Jesse Gunderson was a Petty Officer 3rd Class aboard USS Enterprise (CVN 69) at this time, and he saw firsthand the shift in climate.

"It was a really unfortunate wake-up call for most people," said Gunderson. "People get complacent and think they're just doing the same thing every day. We have to remember that we're in the military, and that our job is to defend our nation at any cost."

Enterprise was on its way home when 9/11 occurred. The crew was

getting ready to perform a line crossing ceremony, when suddenly the ship made a u-turn back to the Persian Gulf. In October, the United States began retaliating on Al-Qaeda training camps and Taliban military installations. They flew nearly 700 missions and dropped 800,000 lbs of ordnance.

**"It
became
less about
'me' and
more
about
'we.'"**

"I had never seen that much ordnance in my life. Nobody onboard, except those who had served during Desert Storm, had ever been part of an operation like that. We had the privilege of being able to see the strikes they had recorded after it was



all over. It was good to see that the work we were doing was making a difference."

The War on Terror has been raging for nearly 20 years, and a whole

generation has grown up not knowing just how much the world has changed. For those who grew up in this world, such as Bronx native Seaman Dreavantez Cresswell, they first learned of the attacks in school. He was seven-years-old when he learned about 9/11, and it had an immediate effect on him.

"It was sad to learn that something like this happened to my city," said Creswell. "I love New York, and to learn something as catastrophic as that happened, it really hit me. As I got older, I started to understand more, and researched the military when I was around eight or nine. From there, it was like a domino effect, and it lead to me being in the military now."

After 9/11, security and readiness became pressing concerns all over America, on the military and civilian side. Creswell is part of a generation of vigilant defenders keenly aware of the threat of terrorism.

"Events like the bombing of USS Cole, 9/11 and other terrorist attacks inspire me to always be ready," he said. "If this can happen in downtown Manhattan, it can happen anywhere."

Knowing that these terrorists are out here trying to hurt people keeps me focused, so that I can defend my friends, my family, my city, my country and the rest of the world."

The 9/11 attacks left a scar on the skyline of New York City that the entire nation continues to heal from. As the initial injury continues to fade into the past, we are reminded to be vigilant in our present and hopeful in our future. Every day, no matter how mundane its beginnings, can be the day the world changes forever. We are all living through history.

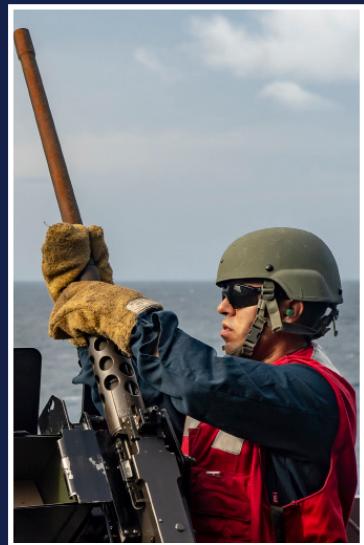
THIS WEEK



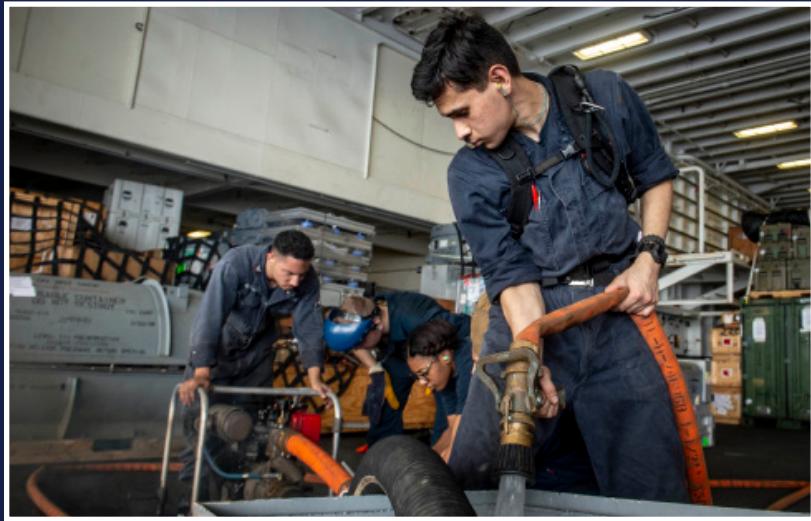
IN PHOTOS



THIS WEEK



IN PHOTOS



Professional Military Knowledge Eligibility Exam (PMK-EE)

The PMK-EE is an electronically delivered exam for candidates competing for advancement to paygrades E4/5/6/7. Each Sailor will need to pass the PMK-EE once every paygrade.

The PMK-EE consists of 100 multiple choice questions on:

- Leadership & Character
- Career Information
- Professional Conduct
- Naval Heritage
- Seamanship



The PMK-EE will be available to Fleet Sailors beginning Oct. 1, 2018.
Contact the Career Counselors for further information.



Play mini games for points, bragging rights, and a free MWR tour in Qatar!

All September - Mondays, Wednesdays, Fridays
1200 - 1300 @ Mess Decks

Enlisted Surface Warfare Specialist

The Navy Jack

The frigate was built by Enos Briggs in, Salem, Massachusetts, at a cost of \$139,362 subscribed by the people of Salem and Essex County, to a design by William Hackett. In November 1798, the frigate's builder advertised for shipbuilding materials in a ringing appeal: "Take Notice! Ye sons of freedom! Step forth and give your assistance in building the frigate to oppose French insolence and piracy! Let every man in possession of a white oak tree feel ambitious to be foremost in hurrying down the timber in Salem where noble structure is to be fabricated and maintain your rights upon the seas and make the name of America respected among the nations of the world! Your longest and largest trees are wanted." She was launched on 30 September 1799.

With the United States involved in naval action against France on 6 January 1800, Essex departed Newport, Rhode Island. Shortly after commencement of her journey, Essex became the first US Naval Ship to cross the Equator. She then made her mark as the first US man-of-war to double the Cape of Good Hope, both in March and in August 1800 prior to successfully completing her convoy mission in November.

When war was declared against Britain on 18 June 1812, Essex made a successful cruise to the southward. By September, when she returned to New York, Essex had taken ten British ships as prizes. The youngest member of the Essex crew was 10-year-old midshipman David Glasgow Farragut, who would become the first admiral of the US Navy.



Through the influence of his foster father, Farragut was commissioned a midshipman in the United States Navy on December 17, 1810, at the age of nine. While serving aboard USS Essex, Farragut participated in the capture of HMS Alert on August

13, 1812, then helped to establish America's first naval base and colony in the Pacific, Fort Madison.

Farragut was promoted to lieutenant in 1822, during the operations against West Indian pirates. In 1824, he was placed in command of USS Ferret, which was his first command of a U.S. naval vessel.

From October 1813 to December 1813, Captain Porter and the crew of the Essex were anchored in Nukahiva for repairs and overhauling. The tropical island was a paradise for these hardened sailors. On 9 December 1813, Porter locked up the Sailors liberty to finish preparing the ship for an early morning departure. Many among the crew were upset that they could not spend one last night on the island. Three sailors



took action and swam to shore. The sailors were captured on the beach and brought back immediately. Porter decided to use them as an example and set them to work in chains with the other prisoners.

This punishment seemed disproportionate by the rest of the crew. Some sailors said their lack of liberty was worse than slavery. Porter gathered all hands on deck and gave a riveting speech, speaking to the necessity of getting back to sea. He then called White, the sailor who started all the rumors to the front. Porter told White to never be in his sight again, then sent him off

in a canoe.

In January 1814, Essex sailed into neutral waters at Valparaíso, only to be trapped there for six weeks by the British frigate, HMS Phoebe, under Captain James Hillyar, and the sloop-of-war HMS Cherub. On 28 March 1814, Porter determined to gain the open sea, fearing the arrival of British reinforcements. Upon rounding the point, Essex lost her main top-mast to foul weather and was brought to action just north of Valparaíso.

For 2 1/2 hours, Phoebe and Cherub bombarded Essex from long range. Fires twice erupted aboard Essex, at which point about fifty men abandoned the ship and swam for shore, only half of them landing. Eventually, Porter was forced to surrender. Essex had suffered 58 dead and 31 missing of her crew of 214.

Because Essex was stored and provisioned for six months, and capable of sailing to Europe without "the slightest cause for alarm", she set sail for England. Upon her arrival in November, the Admiralty had her repaired and taken into the Royal Navy as HMS Essex.

The Royal Navy never fitted her for sea, but re-classed her as a 42-gun ship. She served as a troopship on 7 July, 1819. She was hulked at Cork to serve as a prison ship in Ireland in October 1823, and between 1824 and 1834 served in this capacity at Kingstown. On 6 June, 1837, she was sold at public auction for £1,230.

of admiral, preferring the term "flag officer," to distinguish the rank from the traditions of the European navies, until Congress appointed Farragut the first rear admiral in 1862. Only two years later he was promoted to vice admiral, and then he became the first U.S. Naval officer to become a full admiral in 1866.

His last active service was in command of the European Squadron, from 1867 to 1868, with the screw frigate USS Franklin as his flagship. Farragut remained on active duty for life, an honor accorded to only seven other U.S. Naval officers after the Civil War.

Admiral Farragut died from a heart attack at the age of 69 in Portsmouth, New Hampshire, while on vacation in the late summer of 1870. He had served almost sixty years in the navy. He is interred at Woodlawn Cemetery, in The Bronx, New York City. His gravesite is listed on the National Register of Historic Places, as is Woodlawn Cemetery itself.

The American Navy had resisted the rank





THE FACES OF DECK

"So you want to be a Boatswain's Mate... Fine!"

Officially established in 1794, the Boatswain's Mate rating is one of two of the oldest, continually serving rating in the United States Navy. BMs are the leaders and backbone of every ship's crew and aboard Essex, the Sailors assigned to Deck Department often prove this with sweat and sometimes even blood.

"Working in deck is tough sometimes. It isn't glamorous, but there is a special sense of satisfaction we get working with our hands and taking care of the ship," said SN Dallas Mohr.







*"It's more than a
department, it's a family.
You mess with one of us,
you mess with all of us!"
LTJG Cartwright.*



AROUND THE DECKPLATES

WHAT WAS YOUR BIGGEST OBSTACLE ON DEPLOYMENT?



"Getting to work on time. I set my clock 15 minutes fast.... But I'm still trying to overcome that one."



"Staying mentally stable. I go to the gym and music."



"Wranglers..."

-FN Cole George &
FN Robert O'Brian
Huntsville, AL &
Dallas, TX



"Motivating Sailors to keep a positive attitude after the deployment extension."

-LT Lameron Williams
Atlanta, GA



"Relying on our brothers and sisters during hard times. Being at sea for long periods we understand the foundations that were set before us, we understand what was done and appreciate the sacrifice that was done so we can live a better life, and we carry on that traditions."



"Other Sailor's Negative attitudes. I talked to them about how their poor attitudes affect everyone else's day. I helped them find something to help them distress and be more positive."

-ABFAN Londyn Soileau
Lake Charles, LA

- OS3 Richard Dewayne
Leesville, LA

-GySgt Michael Medina
San Fernando, CA

-ET2 Catarina Terry
Lebanon, IL

Sampaga's Joke Corner

What did the Buddhist ask the hot dog vendor?
Make me one with everything.

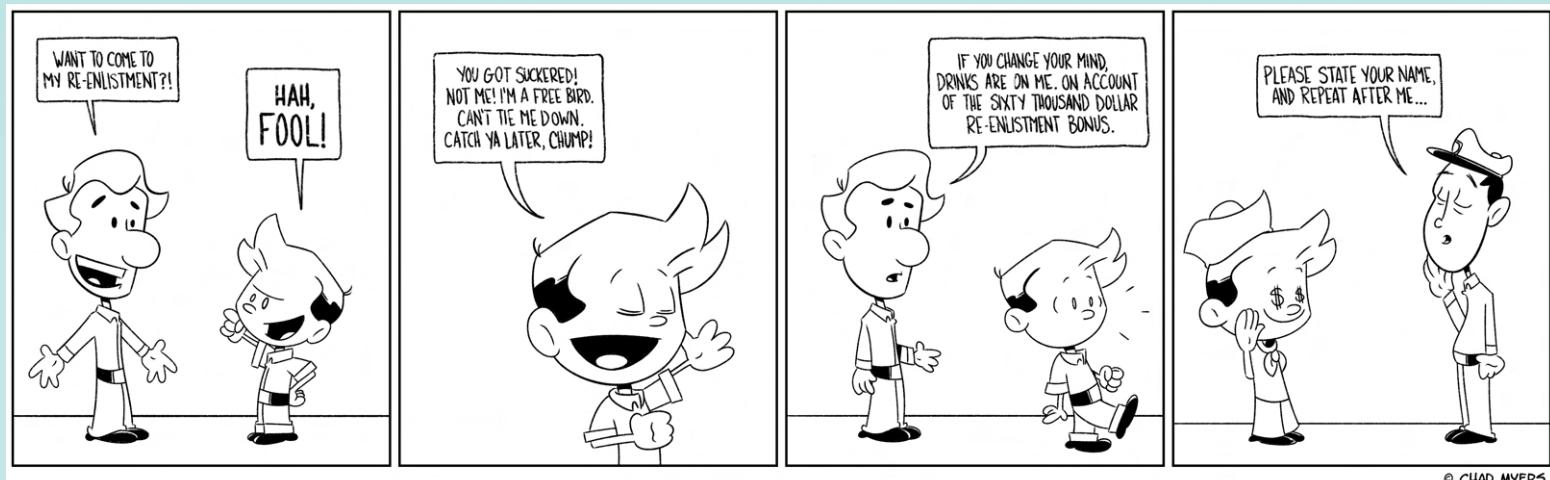
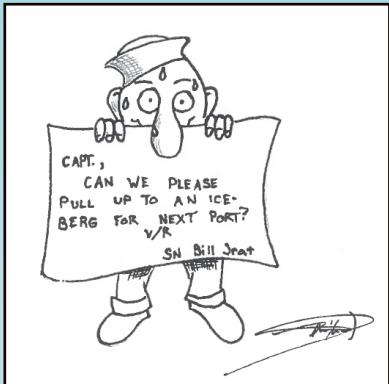
What kind of shoes do frogs wear?
Open-toad shoes

I have an EpiPen. My friend gave it to me when he was dying, it seemed very important to him that I have it.

I used to think the brain was the most important organ. Then I thought, Look who's telling me that.



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



FIRE MAIN VALVE-GATES

IN CASE
OF LEAK
NOTIFY
DC CENTRAL

