

TAKE NOTICE



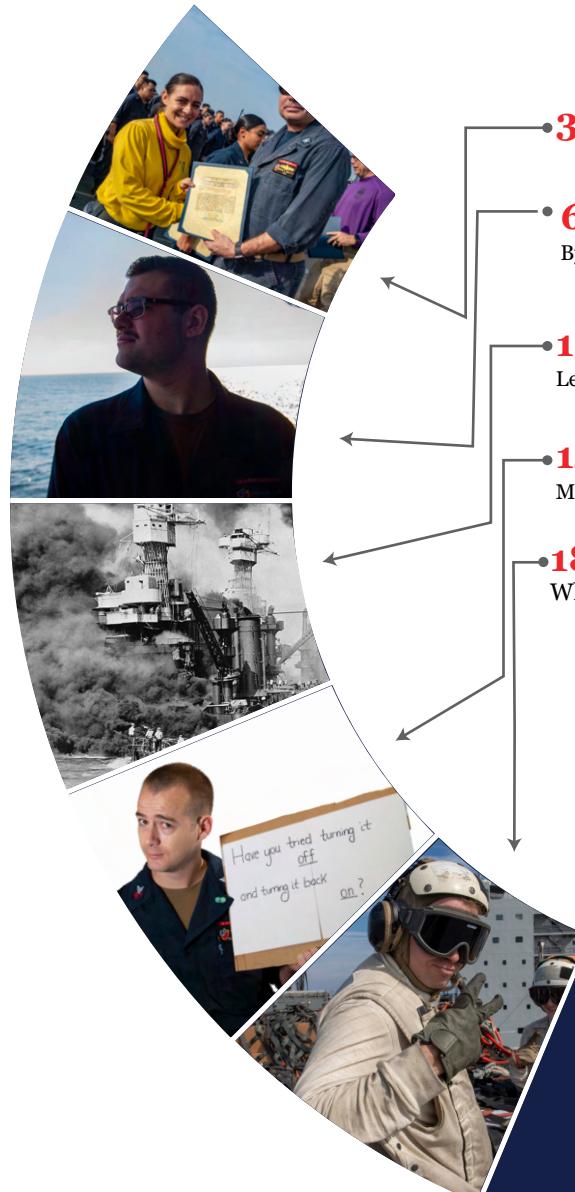
The Voice of the Iron Gator

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?

Commanding Officer

CAPT Brian Mutty

Executive Officer

CAPT Aaron Kelley

Command Master Chief

CMDCM Matthew Danforth

Managing Editor

MCC Ross Taylor

Editor

MC1 Roland Franklin

Layout and Design

MC3 Jenna Dobson

Staff

MC2 Adam Brock
MC2 William Phillips
MC2 Chandler Harrell
MC3 Tyler Diffie
MC3 Molly Diservio
MC3 Matthew Freeman
MC3 Jacob Owen

Sailors of the Year

AO I Ward

Senior Sailor of the Year



HM2 Castro

Sailor of the Year



AC3 Ortiz

*Junior Sailor of the Year
Junior Sailor of the Quarter*



ABFAN Vazquez

*Bluejacket of the Year
Bluejacket of the Quarter*



MM I Peralta

Senior Sailor of the Quarter



ABH2 Schuman

Sailor of the Quarter



Sailors of the Quarter

WARRIORS OF THE DAY



*CPL Tholman Tosie
Honolulu, HI*

*ACAN Zachary Valdez
Decatur, TX*



*CPL Levi Mann
Rossville, GA*

*CPL Andrew Brewer
Mayfield, KY*



*IS2 Matthew Myers
Keller, TX*

*SN Travis Hahn
Sedalia, CO*



History and Heritage

1. After the Revolutionary War, what was the next significant role of the U.S. Navy?

2. What started the Spanish-American War?

3. What was the role of women during World War I?

4. What was the role of the U.S. Navy in the Atlantic during World War II?

5. What service did the Navy provide during the Iraq-Iran War?

Iranian attacks.

5. The Navy escorted and protected oil tankers in transit to and from the Persian Gulf against pirates.

4. They protected convoys bound for Europe from German U-boat attacks.

3. Women enlisted in the Navy as Yeoman, releasing enlisted men for active service at sea.

2. The USS Miami was blown up and 250 Sailors were killed.

1. Defense of America's small merchant ship fleet from the Barbary pirates.

**“Nothing
matches a
Sailor’s
kiss
coming
back home
where he
belongs.”**

— Sameh Elsayed



CPL Joseph Graydon
Huntington, MA



MM3 Rebecca Powell
Seattle, WA



CPL Jorge Zamora
San Antonio, TX



MC3 Jacob Owen
Mooreville, MS



CPL Desmond Visconti
Buffalo, NY



AC2 Dustin Owens
Mesa, AZ



CPL Joseph Bezpalco
Schwenksville, PA

Dancing With Waves

It's not uncommon for a grandparent and their grandchild to go out on the water aboard a boat. Whether they're fishing, skiing or just enjoying the view, it's a pastime that many have enjoyed.

ITSN Chandler Clark has always enjoyed spending time on the Great Lakes and northern Michigan with his grandfather, Dennis Clark. However, these days, they're not looking for fish or riding waves. They are shipwreck hunting!

While this may seem a peculiar pastime to some, it's not too far a stretch for the outdoorsy Clark clan.

"Before I enlisted in the Navy, I didn't use the computer very much," said Clark. "Our family is really big on living with nature and living in the moment. We go on hunting trips all the time. We go dirt biking, snowmobiling and fishing. We farm, we build things and almost every one of us has a certain skill or can make something. That goes back before my grandpa, but for me...that's where it all started."

Seaman Clark's grandfather was always more of a hunter than a fisherman, but decided to pick up the pole again shortly after retiring. In 2001, Dennis Clark purchased a new boat for fishing and leisure, which his late wife named "Dances with Waves."

Over the years, the boat was upgraded with fishing equipment and amenities to make it more livable. When Seaman Clark moved in with his grandfather at age 15 after his parents divorced, helping make upgrades to the boat became one of many projects they bonded over.

"One time, to install one of the radars," said Clark. "I had to crawl into a very small hole covered in fiberglass. It was too small for my grandpa to fit into, so it was either me or my grandma. We duct taped

gloves to an old sweatshirt, and I went in. It wasn't the most fun, but just helping them out was a great experience."

In all their years of sailing the Great Lakes, idea of shipwreck hunting did not occur to them until shortly before Clark joined the Navy. As the Clark family was fishing one morning, they noticed that their hooks got caught on something in the water beneath them. When they returned to the spot later in the day to see what had snagged their lines, they were expecting a tree or a rock. What they found instead was Eliza H. Strong, a steamer that was sunk in 1904.

"We did some research and found out it wrecked in the early 1900s," said Seaman Clark. "It stuck above the water and posed a hazard to navigation, so they had to sink it with dynamite. We



hadn't seen anything like it before. Both my grandfather and I are really big into history, so we were inspired to keep going and see what else we could find."

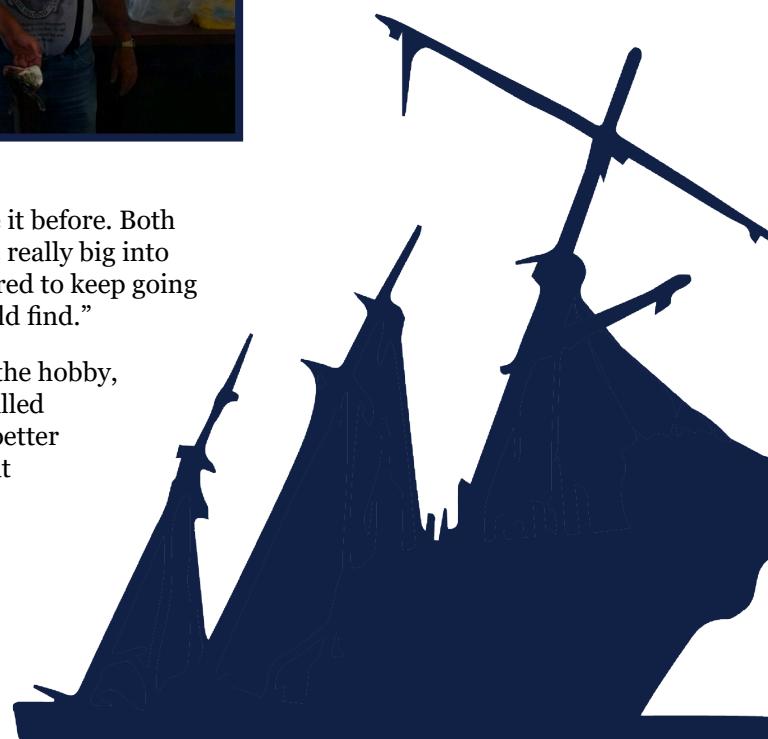
After committing to the hobby, they purchased and installed upgraded equipment to better scan the floor of the Great Lakes. When able to take leave, he would return home to Michigan and go on expeditions with his grandfather and the rest of his

family. So far, they have found 13 wrecks, but Clark says this is only the beginning.

"One of the places we've always wanted to go look at shipwrecks is Alpina Bay," he said. "It's part of Shipwreck Alley and is also known as Thunder Harbor. There are at least 30 shipwrecks within a short distance of each other, and we plan to go there this summer. I'm also planning to get my diving license once we get back to San Diego. So far, all the wrecks we've found are already discovered, but of course it'd be great if we could find one that's never been seen before!"

While they have yet to find a previously uncharted wreck, it would not be out of the question. According to the Great Lakes Shipwreck Museum, there are approximately 6,000 shipwrecks in the Great Lakes, with many left still to be discovered. The many navigational hazards and unpredictable storms contribute to frequency of wrecks, and the water itself is good at preserving them.

"The Great Lakes preserve



Written by MC2 Chandler Harrell

everything from 1700s schooners to modern day craft,” said Clark. “Anything made of wood does really well, because the lakes are so cold and the water is so fresh. It’s like putting it in the refrigerator. Some look as good as the day they sank.”

Since there are many shipwrecks to be found, the shipwreck hunting community in the Great Lakes is large and competitive. The “Holy Grail” of Great Lakes shipwrecks is Le Griffon, a French ship that disappeared in 1679 on an expedition to trade furs with Native Americans and to find the mythical Northwest Passage. While many have claimed to find it, none of the wrecks surveyed have been verified as the legendary vessel. ITSN Clark is no treasure hunter, but if he were to find Le Griffon, he says most of the profit from the discovery would go to ensuring a better life for his family.

“I’d probably get a house or a better boat, but most of it would go toward helping out my family,” he said. “Growing up in a small town, I didn’t have many friends. In high school, I was always more of an introvert. So, I have a very close connection with my family, including my grandpa. I’ve spent as much time with him as I have parents, and

my
he

continues to be my biggest role model.”

Over the course of deployment, Seaman Clark has maintained contact with his family, including his grandfather. The Clark clan has a long history of military service, and Dennis Clark is no exception. He is a Navy veteran who served during the Vietnam War. As an Aviation Structural Mechanic (Hydraulics) 3rd Class, he was a firsthand witness to the infamous USS Forrestal



fire of 1967. At the time, he was assigned to a squadron of C-2 Greyhounds. He saw from above as an average day turned into history unfolding before his eyes.

“He said you could look down and see the ship,” Seaman Clark said. “He looked up, looked back down and then saw a massive cloud of black smoke smothering the flight deck. He would have been on the flight deck, but they were waiting on a jet to take off before they could land. After that, they ferried bodies over to a nearby ship and, later, back to shore. Most of the time, they didn’t survive the trip.”

It would not be the last time that Dennis Clark, or his grandson, would come close to disaster while on the water. The Great Lakes can be just as full of danger as the ocean. On many occasions, “Dances with Waves” has come close to becoming one of the very shipwrecks they hunted. The Clarks have

weathered storms and near collisions by the dozen. One particularly perilous encounter occurred as they narrowly avoided colliding with a shipping freighter.

“We were sailing slowly around the lake, and we blew a fuse and lost our navigational aids, ITSN Clark said. “While my grandpa and dad were troubleshooting, I had the wheel. We were using an old fashioned compass to maintain our heading, and over the noise of the engine we hear a ship’s horns in the distance. It was pitch black and foggy, and out of the fog comes this massive freighter. It was the closest we ever came to becoming a shipwreck ourselves.”

Despite these dangers, Clark has no fear of the water. While most are frightened by darkened skies, raging winds and roaring waves, sea storms makes him feel homesick.

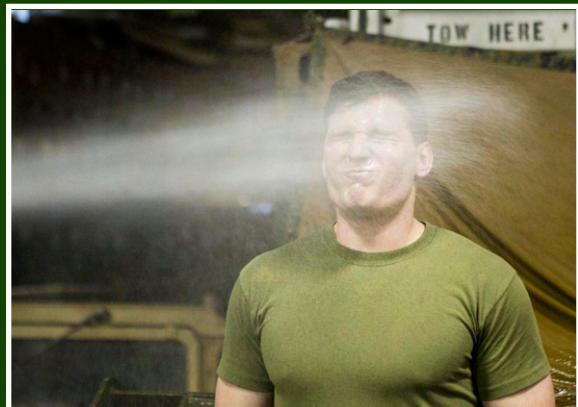
“Sometimes being out on the ocean reminds me of the Great Lakes,” said Clark. “The storm we had the other day with the big waves reminded me of days where we were sitting in the harbor waiting for the weather to die down. I’d go to peak my head over the breakwaters and get absolutely blasted by wind and spray. I’d see these massive waves crashing over the 15 foot wall. It really takes me back.”

As we sail through the stormy seas of life, we must accept that shipwrecks are inevitable. However, there is something to salvage from every wreck. It may not always be sunken treasure, but it could be something that helps you navigate the future. However, the greatest treasure of all is the people you share it with. The Clarks know this, and it is why they will continue to dance with waves for years to come.

THIS WEEK



IN PHOTOS



THIS WEEK



IN PHOTOS



HOLIDAY SWEATER CONTEST

December 21st

Mess Decks @ 1900

Brought to you by
C.S.A.D.D.



Holiday Door Decorating Contest

Judging will take place December 21st
Winners will receive an Amazon gift card!

Enlisted Surface Warfare Specialist

The Navy Jack

The attack at Pearl Harbor was the idea of Admiral Isoroku Yamamoto, the Commander in Chief of the Japanese Combined Fleet. In October 1941, the attack was approved by the Japanese naval general staff. Commanded by Vice Admiral Chuichi Nagumo, the Japanese fleet included six aircraft carriers, 24 supporting ships, and a group of submarines.

The United States was expecting an attack. Ongoing negotiations to end Japanese expansion were not producing results, particularly since the start of the American trade embargo. The first sign of the Japanese fleet racing towards Pearl Harbor came at 7:00 AM the morning of December 7, when two U.S. Army privates on the Hawaiian island of Oahu were just about to turn off a mobile radar station they had manned since 4:00 AM. A slight disturbance on the screen gave pause to their actions - a large yet indistinct patch of light, which appeared to the men to come from 50 planes, seemed to be heading towards the island. Confused, one of the privates called the information center across the island, reaching an army lieutenant who assured them the light was simply a fleet of American B-17s. The lieutenant had heard Hawaiian music playing on the radio station earlier that morning, a signal that typically indicated an approaching American aircraft to Hawaii.

Careful Japanese precautions and comprehensive planning allowed the attack on Pearl Harbor to remain completely shielded from US intelligence. For nearly two weeks prior to the attack, Japanese battleships and destroyers had escorted aircraft from six carriers that floated 200 miles north of Pearl Harbor.

At 7:58 AM, the Ford Island command center finally sent a radio alert: "AIR RAID PEARL HARBOR. THIS IS NOT DRILL."



Kazuo Sakamaki was one of ten sailors (five officers and five petty officers) selected to attack Pearl Harbor in two-man Ko-hyoteki class midget submarines on 7 December 1941. Of the ten, nine were killed (including the other crewman in his submarine, Kiyoshi Inagaki). He had been chosen for the mission due to his large number of siblings. Sakamaki had set an explosive charge to destroy his disabled submarine, which had

Upon reaching Pearl Harbor, the Japanese torpedo bombers skillfully maneuvered themselves in a sudden and forceful attack lasting only minutes. In another hour, a second fleet of 167 additional Japanese aircraft bombarded the site.

American residents who watched the attack from afar observed in horror as the screams of men on the sunken battleships ripped through the air, smoke rose from the sea, and the injured and dead swam in bloody waters slick with burning oil. When the effects



of the attack subsided, the grim casualties became known: 2,403 American civilians and military personnel had been killed, and 1,178 wounded. Two battleships and 188 aircraft were destroyed.

The attack caught American military personnel by surprise and was certainly costly, but it did not cripple the U.S. Navy as the Japanese had anticipated. The three American aircraft carriers stationed at Pearl Harbor were not there on the morning of December 7th. The USS Lexington, the USS Enterprise, and the USS Saratoga had been sent on missions during the days before.

Aircraft carriers are larger and more difficult to build than other ships, and their survival would prove vital during the Pacific War.

On December 8th, Congress quickly passed a declaration of war on Japan. Three days later, Germany and Italy declared war on the United States. The War Department completely reorganized itself, as key positions shifted to various trusted officers in order to prepare for the new conflict.

Prior to Pearl Harbor, the United States had sent large amounts of financial aid and military equipment to the Allied cause. The Japanese attack launched the U.S. into a complete struggle against Axis powers and brought American soldiers into the war for the first time. It also united the country, as a Gallup poll conducted during the days after Pearl Harbor showed that 97% of Americans approved of the declaration of war.

Thousands of young men rushed to serve in the military. A New York Times article from December 9th reported that the armed forces were "receiving applicants in numbers unprecedented in the history of the nation" and that "many of the men had been in line [at recruiting stations] the whole night."

Pearl Harbor also had a marked effect on the Manhattan Project. The S-1 Committee, which ran atomic research prior to the creation of the Manhattan Project, formally held its first meeting on December 18, 1941. This meeting initiated an official shift from the research to the development phase of the project. As S-1 official James Conant noted, "The atmosphere was charged with excitement – the country had been at war nine days, an expansion of the S-1 program was now an accomplished matter. Enthusiasm and optimism reigned" (Rhodes 398).

of encouraging the purchase of war bonds.

After being taken to Sand Island, Sakamaki requested that he be allowed to kill himself, which was denied. Sakamaki spent the rest of the war in prisoner-of-war camps in the contiguous United States. At the war's end, he was repatriated to Japan, by which time he had become deeply committed to pacifism.

Outside of writing a memoir, Sakamaki refused to speak about the war until 1991, when he attended a historical conference in Texas. He reportedly cried at the conference when he was reunited with his submarine for the first time in 50 years.



FACES

'Did you try restarting your computer?' That is the gold standard when it comes to IT troubleshooting, but there are a host of other issues Sailors assigned to CC Division manage daily.

"Our mission is to provide off ship and network connectivity 24/7 and troubleshoot any issues that may arise," said IT1 Sobolik. "But WE CANNOT GIVE YOU FASTER INTERNET! Trust me, we want that too."

Facebook isn't loading, my email is broken and NKO isn't working properly are all common complaints. But the truth is our ITs are suffering the same low-bandwidth issues as you and are eager to keep Sailors and themselves connected to the rest of the world.

"By the nature of our jobs, we are forced to get out and interact with every Sailor and Marine to ensure their IT needs are met," said ITC Broadnax. "With that comes a certain level of tact and customer service, and since I have been on this ship for about 6 months and haven't heard any negative feedback, CC must be doing a bang up job!"

The Sailors assigned to CC Division may not hold the key to faster internet access, but they have found a way to work together as a team.

"What sets them apart from the rest of the ship is the natural teamwork that each Sailor seemingly has embedded within them," said ITC Broadnax. "Simply put, they are a division of ALL STARS!"





OF
ITC

"No. I won't elevate your WUG access,"
said ITC Nichols





"I'm really not ADP. I promise,"
said IT3 Kyle





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

Why should you be honest to fat people?

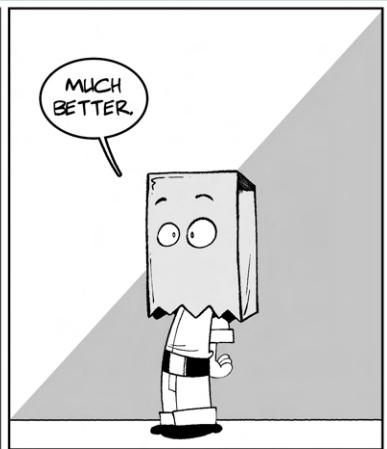
Because if you sugarcoat the facts, they'll just eat them too.

Why do French tanks have rearview mirrors?

So they can see the battlefield.

My girlfriend asked me to stop singing "I'm A Believer" by The Monkees. At first I thought she was kidding. But then I saw her face.

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



Closing a Hatch

A large, bold, red number '7' is centered on a light gray rectangular background. The '7' is oriented vertically, with its top bar pointing upwards and its bottom bar pointing downwards.

Could Save a Life

**Look out for your ship, your shipmates and yourself.
Set and Maintain Mod Z.**