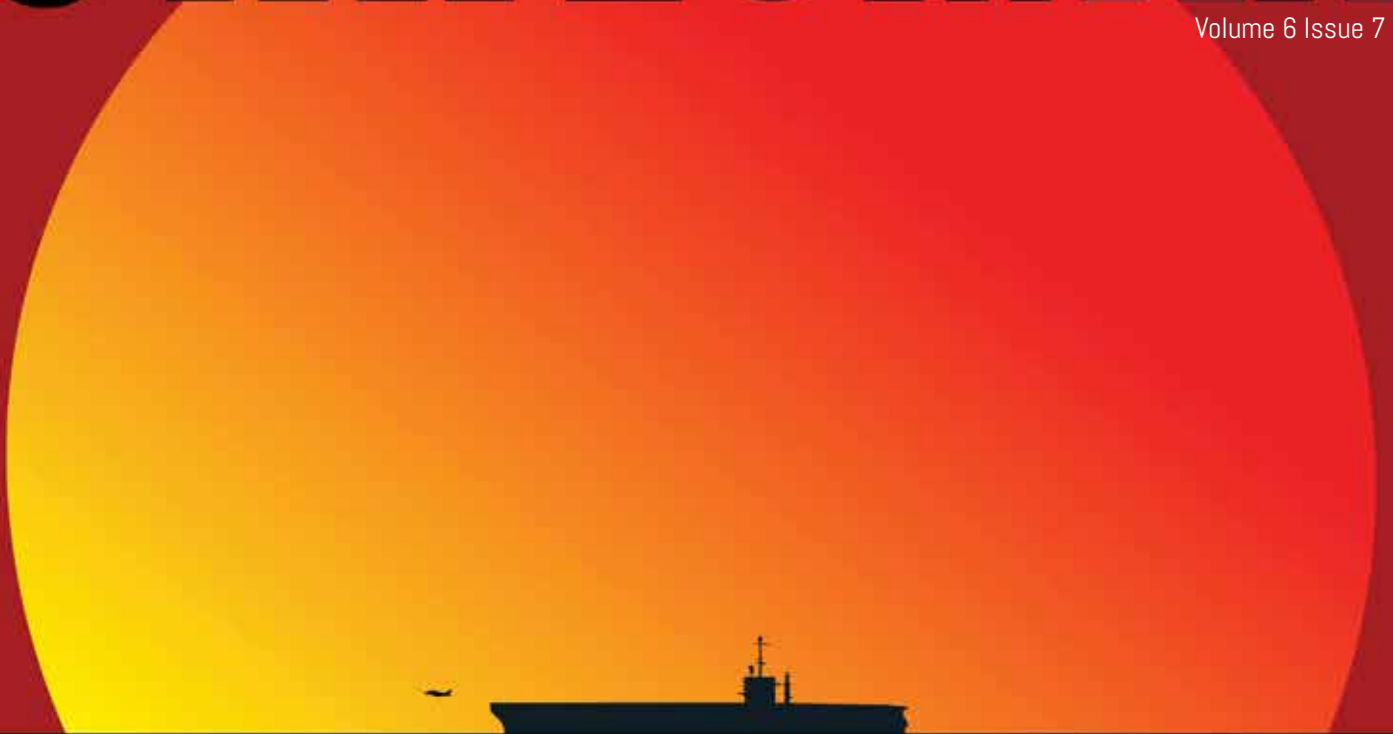


# STATESMAN



Volume 6 Issue 7



## STAYING IN THE SHADOWS



THE REASON FOR COMSEC

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# STATESMAN

STATESMAN Magazine is an authorized publication for the crew members of USS John C. Stennis (CVN 74). Contents herein are not necessarily the views of, or endorsed by the U.S. Government, the Department of Defense, the Department of the Navy or the Commanding Officer of John C. Stennis. Statesman Magazine is edited, prepared and provided by the John C. Stennis media department. All news releases, photos or information for publication in Statesman Magazine must be submitted to the Public Affairs Office (3-180-0-Q). All submissions are edited for accuracy, clarity, brevity and conformance to AP style. The staff reserves the right to edit or reject any submission.

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A special thank you to all those who let us tell your stories to the crew and the fleet.

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## FRIDAY - 16 NOV

### Channel 2

09:00 & 21:00 Horrible Bosses 2  
11:00 & 23:00 Woman in Black 2  
13:00 & 01:00 Penguins of Madagascar  
15:00 & 03:00 The Pyramid  
16:30 & 04:30 The Princess and the Frog  
18:30 & 06:30 The Hobbit: Battle of Five Armies

### Channel 3

09:00 & 21:00 Blackhat  
11:30 & 23:30 Jupiter Ascending  
14:00 & 02:00 McFarland, USA  
16:30 & 04:30 Spongebob: Sponge Out of Water  
18:30 & 06:30 The Boy Next Door

### Channel 5

09:00 & 21:00 Atomic Blonde  
11:00 & 23:00 The Boy in the Striped Pajamas  
13:00 & 01:00 Cadillac Records  
15:00 & 03:00 Goonies  
17:00 & 05:00 Monster Trucks

## SATURDAY - 17 NOV

### Channel 2

09:00 & 21:00 The Age of Adaline  
11:30 & 23:30 Ex Machina  
14:00 & 02:00 The Water Diviner  
16:30 & 04:30 Avengers: Age of Ultron  
19:00 & 07:00 Pitch Perfect 2

### Channel 3

09:00 & 21:00 Dope  
11:30 & 23:30 San Andreas  
14:00 & 02:00 Tomorrowland  
16:30 & 04:30 Aloha  
18:30 & 06:30 Jurassic World

### Channel 5

09:00 & 21:00 Ted 2  
11:00 & 23:00 The Galloways  
13:00 & 01:00 Self/Less  
15:00 & 03:00 Mr. Holmes  
17:00 & 05:00 Ricki and the Flash

## SUNDAY - 18 NOV

### Channel 2

09:00 & 21:00 Southpaw  
11:30 & 23:30 Pixels  
14:00 & 02:00 Mission Impossible: Rogue Nation  
16:30 & 04:30 Vacation  
19:00 & 07:00 Monster House

### Channel 3

09:00 & 21:00 Shaun The Sheep Movie  
10:30 & 22:30 The Man from U.N.C.L.E.  
12:30 & 00:30 Paper Towns  
14:30 & 02:30 The Meg  
16:30 & 04:30 The Rocky Horror Picture Show  
18:30 & 06:30 Straight Outta Compton

### Channel 5

09:00 & 21:00 Antwone Fisher  
11:00 & 23:00 Clerks 2  
13:00 & 01:00 The Boss Baby  
15:00 & 03:00 Life of the Party  
17:00 & 05:00 Ghost in the Shell  
19:00 & 07:00 T2: Trainspotting

## MONDAY - 19 NOV

### Channel 2

09:00 & 21:00 The Visit  
11:00 & 23:00 The Martian  
13:30 & 01:30 Airplane  
15:30 & 03:30 A Nightmare on Elm Street  
17:30 & 05:30 Pearl Harbor

### Channel 3

09:00 & 21:00 Wind River  
11:00 & 23:00 Leap!  
12:30 & 00:30 Home Again  
14:30 & 02:30 Mamma Mia! Here We Go Again  
16:30 & 04:30 Avengers: Infinity War  
19:00 & 07:00 American Assassin

### Channel 5

09:00 & 21:00 Ant-Man  
11:30 & 23:30 Trainwreck  
14:00 & 02:00 Hitman: Agent 47  
16:30 & 04:30 Sinister 2  
18:30 & 06:30 Black Mass

## TUESDAY - 20 NOV

### Channel 2

09:00 & 21:00 Hotel Artemis  
11:30 & 23:30 Uncle Drew  
14:00 & 02:00 Sicario: Day of the Soldado  
16:30 & 04:30 Hamburger Hill  
18:30 & 06:30 BlackKkLansman

### Channel 3

09:00 & 21:00 Deadpool 2  
11:00 & 23:00 Man on Fire  
13:30 & 01:30 Breaking In  
15:00 & 03:00 Crazy Rich Asians  
18:00 & 06:00 Saving Private Ryan

### Channel 5

09:00 & 21:00 Rampage  
11:30 & 23:30 Truth or Dare  
14:00 & 02:00 Blockers  
16:30 & 04:30 Avengers: Infinity War  
19:00 & 07:00 Traffik

## WEDNESDAY - 21 NOV

### Channel 2

09:00 & 21:00 Incredibles 2  
11:30 & 23:30 Heredity  
14:00 & 02:00 Tag  
16:30 & 04:30 Superfly  
19:00 & 07:00 Hotel Artemis

### Channel 3

09:00 & 21:00 Bourne Identity  
11:00 & 23:00 Tyler Perry's: Acrimony  
13:00 & 01:00 Christopher Robin  
15:00 & 03:00 The Breakfast Club  
17:00 & 05:00 The Meg  
19:00 & 07:00 Alpha

### Channel 5

09:00 & 21:00 Lady Bird  
11:00 & 23:00 Pocahontas  
12:30 & 00:30 Adrift  
14:30 & 02:30 Fast and Furious  
16:30 & 04:30 Father Figures  
18:30 & 06:30 Solo: A Star Wars Story

## THURSDAY - 22 NOV

### Channel 2

09:00 & 21:00 Tyler Perry's: A Madea Christmas  
11:30 & 23:30 Mile 22  
14:00 & 02:00 Bourne Legacy  
16:30 & 04:30 Sicario: Day of the Soldado  
19:00 & 07:00 Bourne Ultimatum

### Channel 3

09:00 & 21:00 Super Troopers 2  
11:00 & 23:00 Isle of Dogs  
13:00 & 01:00 Crazy Rich Asians  
15:00 & 03:00 Overboard  
17:00 & 05:00 I Feel Pretty  
19:00 & 07:00 Chappaquiddick

### Channel 5

09:00 & 21:00 Monsters, Inc.  
11:00 & 23:00 Iron Man  
13:30 & 01:30 Total Recall  
16:00 & 04:00 The Shape of Water  
18:30 & 06:30 Den of Thieves

\*Movies will be paused for GQ, drills and all-hands events. If interruptions run long, movies may be skipped to regulate the schedule.

Movies will not be played in port.


Movies are scheduled in advance and will not be played upon request

Channel Four is currently down. We apologize for the inconvenience.



# Committal To The Sea

Story by MCSN Skyler Moore



Shells fall to the deck as smoke from the funeral volley gun shots lingers and the sound of a 24-note bugle call begins to fill the air. Sailors aboard the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74) stand in silence as the sounding of taps gently moves across the otherwise silent decks, commemorating those who have passed in a burial at sea, Nov. 9



“The custom of a burial at sea is as old as the art of seafaring itself,” said Lt. Cmdr. David Duprey, a Navy Chaplain and the principal assistant for the Command Religious Ministries department. “Ancient mariners of all kinds would commit their dead to the deep.”

This final honor aboard John C. Stennis continues a tradition dating back to ancient Greece, a tradition that signifies and honors the service of the deceased by performing a ceremony to ensure their remains are laid to rest in the seas on which they had served.

“By saying prayers, reading a brief description of the military career of each person, rendering a rifle volley and playing ‘Taps’, we give full honors to those who have preceded us in service and provide our current crew with a direct link to their naval history,” said Duprey.

Annalisa Underwood writes in “Commemorations & Celebrations, Community, History & Heritage” that the firing of three volleys at funerals comes from an old superstition: It was believed that evil spirits escape from the hearts of the deceased and the shots would scare away the evil spirits.

At all Navy funerals, three volleys are fired by a firing detail of seven rifleman just before the sounding of taps.

Taps originated from the French final call,

“L’Extinction des feux”, meaning to “extinguish the lights”. In 1862, Gen. Daniel Adams Butterfield suggested the French final call be revised and used as the “lights out” bugle call for the U.S. Army. That revision is the 24-note bugle call heard today as the day retires.

Taps was first played at a military funeral when Union Capt. John Tidball ordered it to be played instead of the traditional firing of the rifle volleys in order to not give away the battery’s position to the nearby enemy.

As the Navy gives final honors to service members who have passed away, it continues a

*A burial at sea is a deep and meaningful ceremony as families entrust their loved ones to us. They do this knowing we will treat their loved one with dignity and respect and will commit them to the sea in such a form and manner that the United States Navy could achieve.*

tradition signifying the service of the deceased and the demonstrates the Navy’s commitment to traditions and service members.

“The Navy does many things well, but one of its greatest achievements is holding on



Large photo (page 5): Sailors stand by before firing a rifle volley during a Burial at Sea aboard the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74). (U.S. Navy photo by Mass Communication Specialist Seaman Jordan Ripley)

Bottom photo (Page 6 & 7): Sailors fire a rifle volley during a Burial at Sea aboard the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74). (U.S. Navy photo by Mass Communication Specialist Seaman Skyler Moore)

Top left photo (page 7): Legalman 1st Class Joshua Boga, from Dayton, Nevada, waits for the call to attention during a Burial at Sea aboard the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74). (U.S. Navy photo by Mass Communication Specialist 3rd Class Erika L. Kugler)



to tradition,” said Lt. Ryan Albano, divisional Chaplain. “And it is my duty, as a Chaplain, to ensure that each of these service members and their spouses are committed with dignity, honor, and respect.”



Bottom left photo (page 7): Religious Programs Specialist 2nd Class Che' Lese Bowman, left, from Clover, Virginia and Divisional Chaplain, Lt. Ryan Albano, from Papillion, Nebraska, salute the remains of service members being laid to rest during a Burial at Sea aboard the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74). (U.S. Navy photo by Mass Communication Specialist Seaman Skyler Moore)

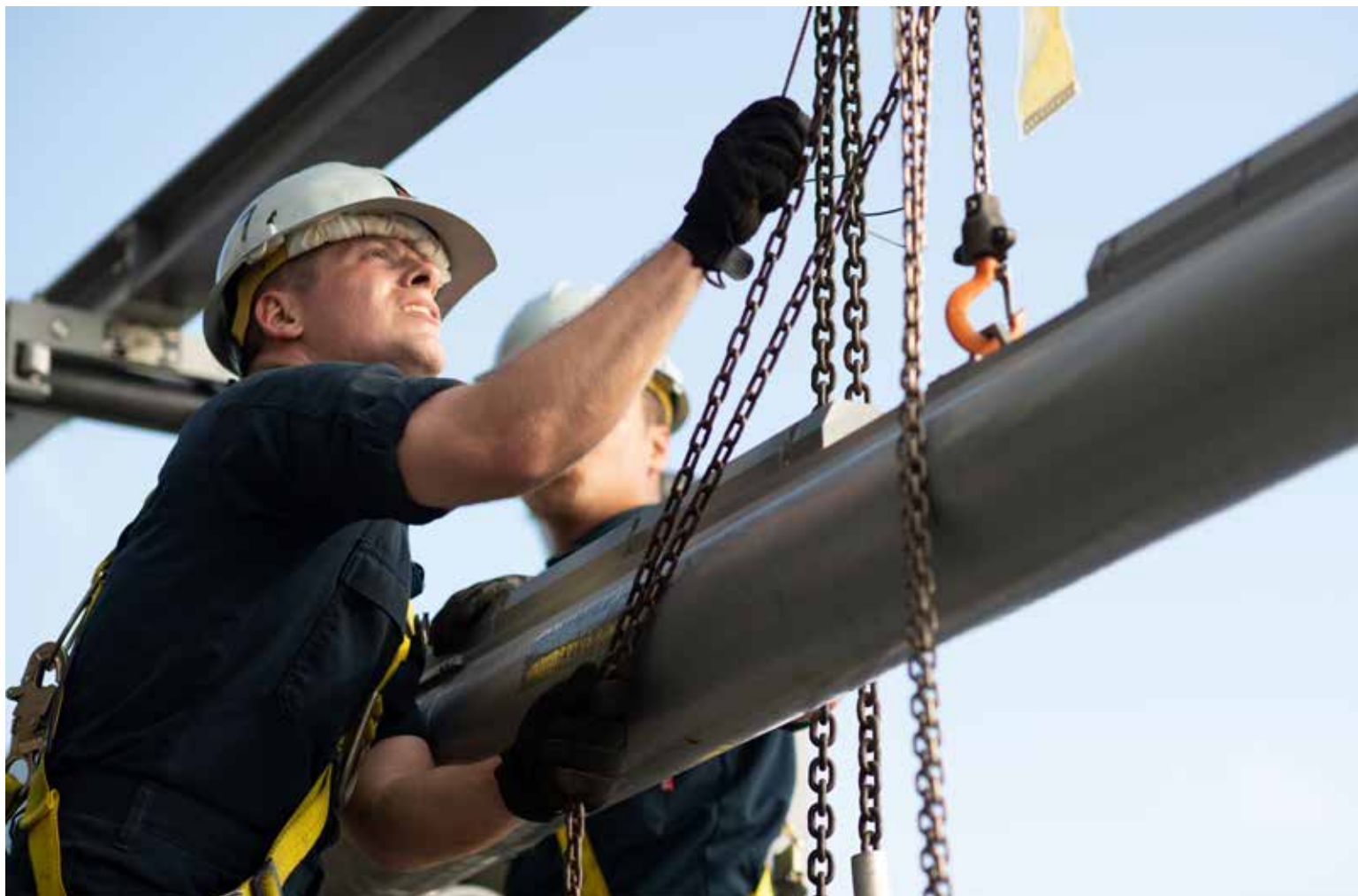
## *The more you know* **Burials at Sea**

A Burial at Sea is a means of final disposition of remains that is performed on United States Navy vessels. The commanding officer of the ship assigned to perform the ceremony will notify the family of the date, time, and longitude and latitude once the committal service has been completed.



# Freedom Fully Loaded

Story and photos by MCSN Mitchell Banks



Fire Controlman (FC) rated Sailors, from the maintenance branch of the Combat Systems department aboard the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74), completed a RIM-162D Evolved Seasparrow Surface Missile (ESSM) and RIM-116 Rolling Airframe Missile (RAM) load, Nov. 4.

ESSMs and RAMs are used as part of the ship's self-defense weapons systems designed to counter air threats, such as other missiles or aircraft. Making the missiles mission-ready requires preparation well in advance of physically loading them.

"Part of any successful evolution is planning and rehearsal," said Chief Warrant Officer 2 Russell Miller, John C. Stennis' fire control officer. "The technicians begin the pre-upload checks weeks prior to the evolution and conduct walk-throughs

several times before actually handling the missiles."

Once the technicians are ready, the missile load can begin. However, the evolution involves coordination from more than just the Combat Systems department.

"It takes more than just the FCs to have a successful evolution," said Miller. "We couldn't do it without the Weapons department getting the missiles aboard and the Aircraft Intermediate Maintenance department providing a crane."

After the missiles make it to the flight deck and the crane is provided, the evolution can commence.

"When we receive word that the missiles are on deck the crane operators, with assistance from the tag line handlers, move the missiles to the sponson," said Chief Fire Controlman Tivona Webster.

Top left photo (page 8): Fire Controlman 2nd Class Marcus Helms, from Irving, Texas, adjusts a chain hoist while loading a RIM-116 Rolling Airframe Missile into a guided missile launcher aboard the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74). (U.S. Navy photo by Mass Communication Specialist Seaman Mitchell Banks)

Bottom right photo (page 9): Fire Controlman 3rd Class Joseph Campinha, from Wayward, California, loads a RIM-116 Rolling Airframe Missile into a guided missile launcher aboard the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74). (U.S. Navy photo by Mass Communication Specialist Seaman Mitchell Banks)

Missile graphics by MCI Patrick Enright





Moving the missiles from the flight deck to the sponson is a critical step in the evolution.

"There is no room for error when handling ordnance," said Miller. "One of the worst-case scenarios would be the equipment failing while a missile is suspended off deck."

After the crane safely places the missiles onto the sponson, the fire control team gets into position to begin loading the missiles into the launchers.

"The team leader ensures that everyone is in the right place doing their proper job," said Fire Controlman 2nd Class Justin Lyle. "Everybody must perform their assigned job so that the

evolution can run smoothly."

The FCs then meticulously load the missiles into the launcher one-by-one, and ensuring that all instructions are followed.

"It's kind of like playing Tetris when trying to maneuver the missiles out of their crates and into the launcher," said Lyle. "Equipment could fail and give out during the missile load if not handled properly, and if that were to happen it could be very dangerous."

After hours of delicately placing the missiles into their launchers, the fire control team successfully loaded ESSM and RAAM missiles aboard.

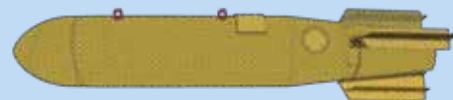
## MEET SOME LETHALITY



**MK-62 - 500LB QUICK-STRIKE MINE.**



**MK-63 - 1,000LB QUICK-STRIKE MINE.**



**MK-65 - 2,000LB MINE**



**GBU-12 - 500LB LASER-GUIDED BOMB.**



**GBU-16 - 1,000LB LASER-GUIDED BOMB.**



**GBU-24 - 2,000LB LASER-GUIDED BUNKER-BUSTING BOMB.**



**GBU-38 JDAM - 500LB GPS-GUIDED BOMB**



**CBU-99 - CLUSTER BOMB UNIT.**



**CATM-7 - MEDIUM RANGE AIR-TO-AIR MISSILE.**



**AGM-88 HARM - AIR-TO-GROUND MISSILE.**



# COMSEC

Photos by MCSN Joshua Leonard

**Q**uestion: What is Communications Security (COMSEC)?

**A**nsWER: The protective measures taken to deny unauthorized persons information derived from telecommunications of the United States government related to national security and to ensure the authenticity of such communications.

**Q**uestion: What is COMSEC material?

**A**nsWER: A variety of products used to secure telecommunications or ensure the authenticity of such communications. COMSEC material is divided into three categories: Keying material (KEYMAT), equipment and COMSEC Aids.

**Q**uestion: What information is protected by COMSEC material onboard USS John C. Stennis?

**A**nsWER: Ship-to-ship circuits, ship-to-air circuits, ship-to-shore circuits, data networks (e.g. Non-Secure Internet Protocol Router Network and Secure Internet Protocol Router Network), and Plain Old Telephone System lines.

**Q**uestion: What is required to be



authorized access to COMSEC material?

Answer:

- a. Be a United States citizen.
- b. Have a need to know.
- c. Must possess a security clearance equal to or higher than the highest classification of the COMSEC material handled.
- d. Complete the applicable portion of Naval Education and Training 43462-2.
- e. Be authorized in writing by the Commanding Officer.
- f. Execute a Cryptographic Access Certification and Termination SD-572 form.

**Q**uestion: What is Key Management Infrastructure (KMI)?

Answer: KMI replaced the Electronic Key Management System for the management of COMSEC material.

**Q**uestion: Why is protection of COMSEC material and equipment important?

Answer: Cryptographic KEYMAT may be used to protect classified information during transmission. If the integrity of a cryptographic system is breached at any point, all information protected by the system may be compromised.

**Q**uestion: Why is it important to report events that affect the security and integrity of COMSEC material?

Answer: To counter the threat to secure communications posed by COMSEC material mishandling, losses, or thefts and to ensure responsible officials can initiate action to evaluate and minimize the adverse impact to national security systems.

Answer: This is an all hands effort just like safety and operational security. Although you may not be a COMSEC user



you might be exposed to COMSEC material when you enter a secure space.

**Q**uestion: How can we protect COMSEC material?

Answer: Through the physical

protection of COMSEC material and spaces by restricting access to properly cleared and authorized personnel and by ensuring the proper use of the following:

SF-700: Security Container Information form.

SF-701: Activity Security Checklist.

SF-702: Security Container Check Sheet.

OF-89: Maintenance Record for Security Containers/Vaults.

CMS-25: Segmented COMSEC KEYMAT destruction report.

SF-153: Multi-purpose form used to record COMSEC material transactions (e.g., transfer, destruction, inventories, hand receipt issues).  
Visitor logs: Used to record all visits and is retained for one year after the date of the last entry.  
COMSEC access list: Must be signed by the Commanding Officer. By direction is not authorized.

Space access list: Must be signed by Head of Department.

Status message: The only authorized source document which establishes the effective and supersession dates of keying material.

**Q**uestion: What kinds of inspection does a COMSEC accounts have?

Answer: All Department of the Navy COMSEC accounts must undergo a formal Central Office of Records Audit every 24 months which are

conducted by the Immediate Superior in Command.

**Q**uestion: What if I have a question?

Answer: Contact command KMI.





# Not a Mon To Waste

Story by MC3 Grant G. Grady  
Photos by MC3 Isabel Birchard

**Y**ou dust off every last crumb from that “famous” bag of cookies on the mid mess decks, and make your way to the trash cans only to be brought up short by the abundance of options available for the disposal of the wrapper. Papers, soft plastics, hard plastics, pulpables, metals... you casually toss the bag into the soft plastics, but do you really know the reason why, or the impact you have when you sort your trash at sea?

Sorting trash is just one step in a larger process known as waste management. Together with ship’s company, Carrier Airwing (CVW) 9, and Destroyer Squadron (DESRON) 21, the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74) is a floating city of over 5,000 crew members’ worth of waste to process.

The waste management process begins with each individual Sailor doing their part.

“Every Sailor plays a role by ensuring they comply with our shipboard waste policy,” said Electronics Technician 3rd Class Kyle Whitehead, a waste management supervisor. “If waste is incorrectly sorted, it delays the processing and can damage equipment, again delaying the process.”

Improperly sorting trash affects more than just the world inside the ship; it reaches far outside the



bulkheads of John C. Stennis.

“John C. Stennis eliminates the discharge of plastics at sea, preventing thousands of pounds of waste from damaging the surrounding environment,” said Whitehead. “Between the past two replenishments-at-sea, waste management successfully offloaded over 22,500 pounds of plastic and unprocessable material. It is our responsibility to preserve our environment and be a role model to other nations.”

This effort to preserve the ship and the environment hinges on the efforts of each

# ment



individual Sailor and one division in the engineering department.

“The waste management division, Engineering Auxiliary 14 (EA14), manages the daily operation of the ship’s solid waste processing rooms,” said Whitehead. “The work center consists of nine personnel who manage 15 temporary assigned duty personnel and roughly 30 Engineering department watch standers to maintain 24/7 manning in each waste room.”

With never a moment to waste, EA14 not



only processes trash, but also focuses on upkeep to sustain the process.

“Wear and tear on our equipment is a challenge we face,” said Whitehead. “Our equipment is in nearly continuous operation, but due to around-the-clock maintenance we maintain 100 percent functionality of our waste rooms.”

Without the continuous operation and due diligence from the crew, John C. Stennis could find itself in murky waters.

“Waste management is essential for the ship to be successful with its disposal of waste,” said Whitehead. “Improper disposal can cause environmental concerns, massive fines for the ship, and health concerns.”

With an all-hands effort to support EA14, John C. Stennis can not only set the standard for the Navy, but for ships across the world.



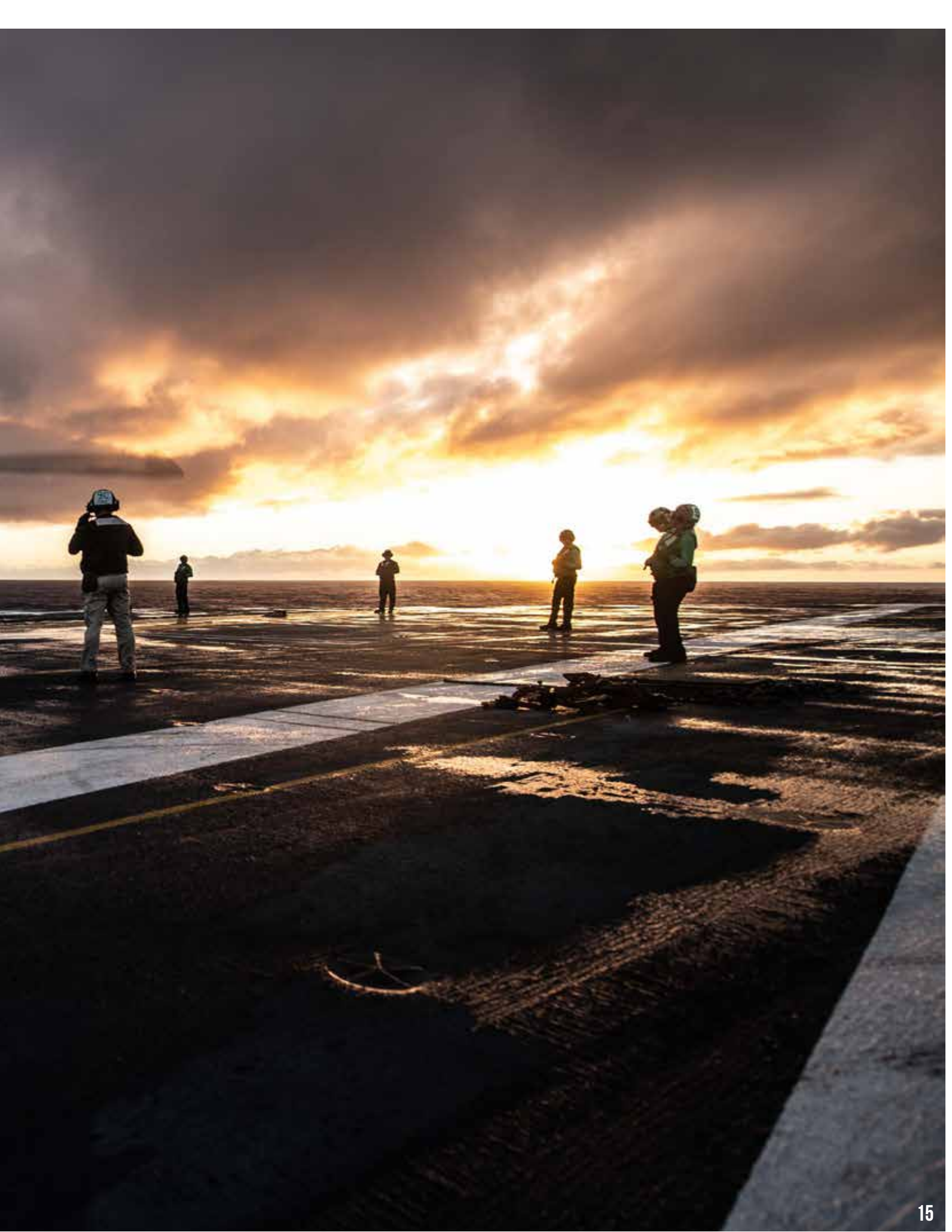
## Featured Photo



Sailors standby during an engine test on an MH-60S Knight Hawk, with Helicopter Sea Combat Squadron (HSC) 14, on the flight deck aboard the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74). (U.S. Navy photo by Mass Communication Specialist 3rd Class Grant G. Grady)







## Featured Photo



Seaman Apprentice Jacob Platiro, from Wailuku, Hawaii, handles line during a replenishment at sea on the flight deck aboard the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74). (U.S. Navy photo by Mass Communication Specialist Seaman Joshua L. Leonard)



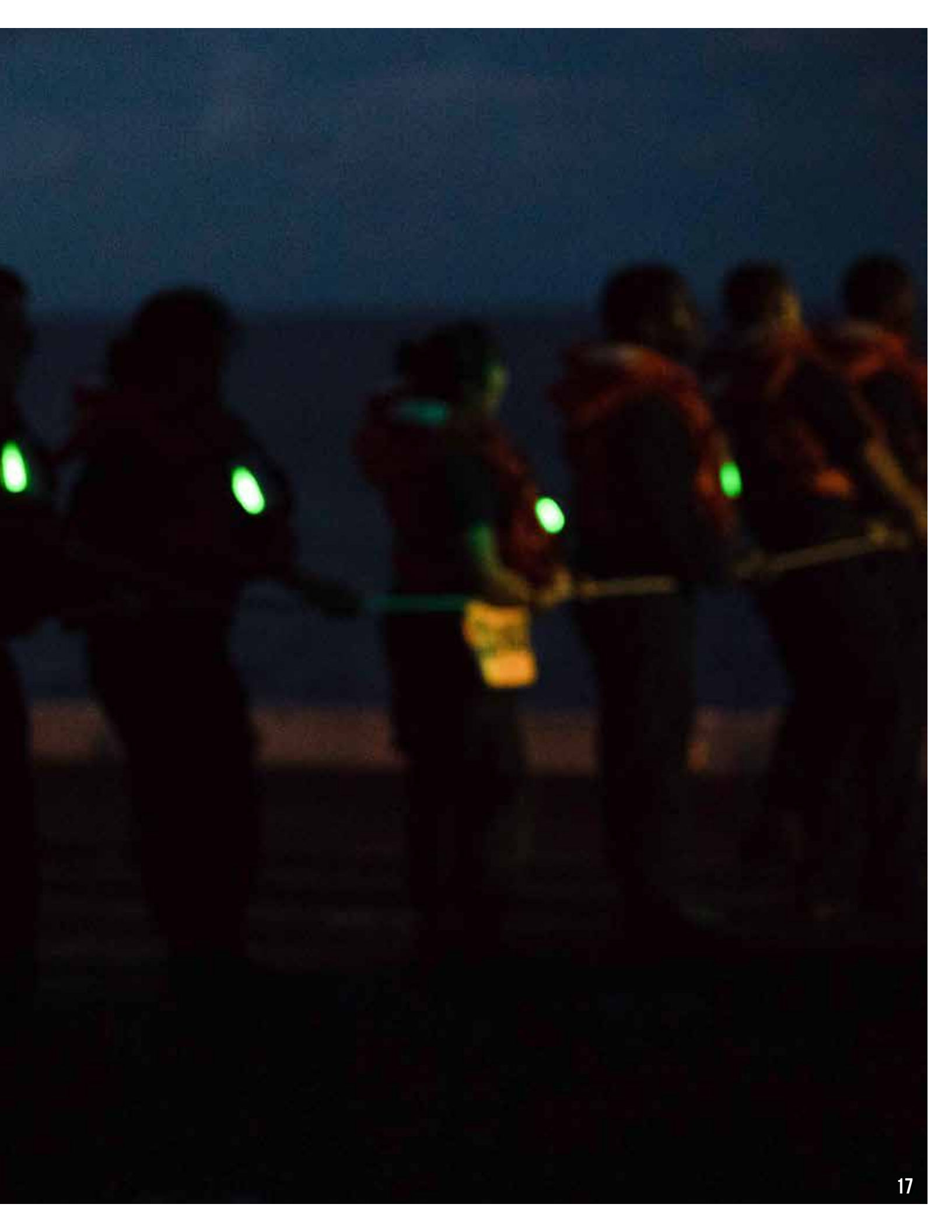
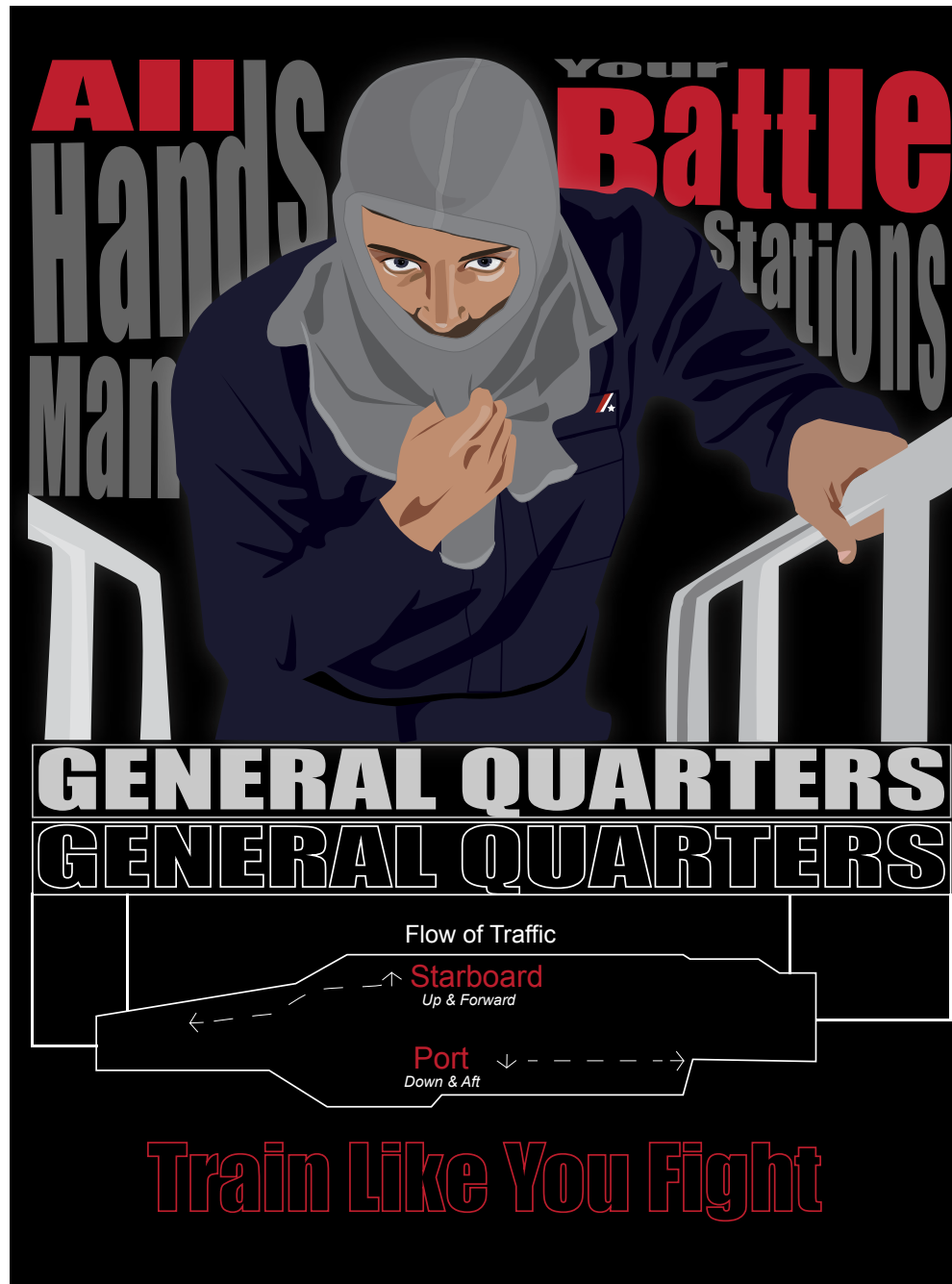






Photo Review



## Photo Review Captions (pg 18)

- 1.** Sailors secure a line during a fueling at sea on a sponson aboard the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74). (U.S. Navy photo by Mass Communication Specialist Seaman Apprentice Mitchell Banks)
- 2.** Sailors wash an MH-60S Knight Hawk, with Helicopter Sea Combat Squadron (HSC) 14, on the flight deck aboard John C. Stennis. (U.S. Navy photo by Mass Communication Specialist Seaman Joshua L. Leonard)
- 3.** Aviation Support Equipment Technician 2nd class Willie Mozie, from Alexandria, Louisiana, strips grease from a gear in the Gas Systems Equipment shop aboard John C. Stennis. (U.S. Navy photo by Mass Communication Specialist Seaman Jeffery L. Southerland)
- 4.** Aviation Boatswain's Mate (Equipment) Airman Robert Matamoros, from Los Angeles, awaits flight operations on the flight deck aboard John C. Stennis. (U.S. Navy photo by Mass Communication Specialist 3rd Class Grant G. Grady)
- 5.** Chief Religious Program Specialist John Dillard, from Montgomery, Alabama, salutes during a Burial at Sea aboard John C. Stennis (CVN 74). (U.S. Navy photo by Mass Communication Specialist 3rd Class Erika L. Kugler)
- 6.** Aviation Machinist Mate 2nd Class Brandon Harris, from Chicago, prepares for flight operations by adjusting a simple key loader on the flight deck aboard John C. Stennis. (U.S. Navy photo by Mass Communication Specialist Seaman Joshua L. Leonard)



**Want to stress less about money?**

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transferring money into your Navy

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***Head on over to **Disbursing** and enroll in***

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Split Pay allows Sailors to set up an allotment to directly deposit a designated amount of money onto their Navy Cash card on the 1st and 15th of each month.