



CROSSING THE LINE

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Find Chester!
Ready for an adventure?
Can you find Fleet Adm.
Chester Nimitz hidden in
this magazine?

Midshipmen Chester Nimitz (left)



TEAMWORK, A TRADITION

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**YOU MAY BE A PROUD
U.S. NAVY SAILOR,
BUT IF YOU'VE NEVER CROSSED THE
EQUATOR YOU'RE STILL JUST A**

**SLIMY
POLLYWOG**

TEAMWORK, A TRADITION

“Hear ye, All Denizens of the Waves,

Hear ye, Sailors, aboard you mighty Nimitz,

Hear ye, All Mermaids, Whales, Sea Serpents, Porpoises, Sharks,
Dolphins, Eels, Skates, Suckers, Crabs, Lobsters, and all other living
things of the Sea,

LET IT BE KNOWN, THAT ON 12 MARCH 2023,

THE USS NIMITZ HAS PASSED INTO THE ROYAL

DOMAIN OF THE RULER OF THE RAGING MAIN

AND LORD OF THE DEEP. KING NEPTUNUS REX.

Be it remembered, that said Vessel and Officers and Crew thereof
have been inspected and passed on by the King and his Royal Court.
Be it known they have been found worthy to be numbered as one of
our Trusty Shellbacks, duly initiated into the Solemn Mysteries of
the Ancient Order of the Deep.

Be it further understood by all my subjects that they shall be shown
due honor and respect wherever they may be.

Disobey this order under penalty of Our Royal Displeasure.”



I AM NIMITZ

Expeditions in the Western Pacific

Story by MC3 Chase Sealey

Sailors participated in various tours during a port visit to Guam hosted by Morale, Welfare and Recreation (MWR) division, February 26 to March 4.

The tours, hosted by local guides, took Nimitz personnel on adventures around the island to explore its beautiful landscape and rich culture. Sailors explored the wilderness on motorized vehicles, embarked on river cruises to explore the island's history and traditions, and ventured miles offshore to test their skills in deep-sea fishing.

"I listened to the crew and tried to improve what activities were available in our port visit to Guam," said Caroline Alexander, Nimitz's Fun Boss. "My aim was to give the crew an experience greater and more enjoyable than what was available in Singapore. I strive to keep improving on what Sailors want out of their port visits, and give them the rest and relaxation they deserve."

Aviation Ordnanceman Airman Endrit Djonbalaj was set on having a high-speed adventure, and his expectations were blown away by the picturesque landscape of Guam.

"I was not expecting the tour itself to be so fast. I thought it was going to be a lot slower, but going over the terrain of the island with such speed really gave me the sense of adventure I was looking for," said Djonbalaj. "The tour took me to the top of a mountain where I could see the beautiful hills and waterfalls of the island. It really exceeded my expectations, and I highly recommend it for everyone."

While on a river cruise, Aviation Boatswain's Mate (Equipment) 2nd Class Christiana Lahai discovered more about Guam's jungle and Chamorro heritage.

"The guide was very knowledgeable and entertaining as he walked us through the different plants that were beautiful but deadly," said Lahai. "We were given the chance to try to make a fire using only two pieces of wood. He made it look easy, but it was actually really difficult. I enjoyed getting to learn about new traditions from the local people."

Aviation Electrician's Mate 3rd Class Brett Jacobs ventured offshore to enjoy a day of fishing out on the open sea, reminding him of his home state of Florida.

"It was fun! The crew was phenomenal because they were so nice and took great care of us. It felt like home," said Jacobs. "Although this was the only adventurous thing I did while in Guam, I'm glad I did it. Back home, I fished offshore when I could, so having the ability to do something I was used to gave me some normalcy I was looking for."

While some Sailors wanted to get out and adventure, others preferred to unwind and enjoy a good meal with a view, which is exactly what Aviation Boatswain's Mate (Handling) Airman Logan Onyon aimed to do while on a sunset dinner cruise.

"I mostly came to spend time away from the ship and hang out with friends, but I am glad I chose to go on this cruise," said Onyon. "The food was excellent, but the view was what did it for me. The experience was fun and I was able to unwind and let some stress drop off my shoulders for a while."

Though deployment might be primarily mission-driven, it can also be a great opportunity for new experiences. MWR tours can simplify that process, providing an efficient and accessible resource for exploring new locations. 🇧🇪



Aquaman Fishing Charter



Off-road Tour



Clouds drift above the hills of Guam.



Sunset Dinner Cruise



Adventure River Cruise.



Chamorro Heritage Village

Island girl POWER

Story by MC2 Samuel Osborn

An 11-acre nature park, six volleyball courts, four basketball courts and a thrift store are just the surface of a safe haven located in northern Guam.

Kurason I'Sengsong, commonly known as "Island Girl Power," is a nonprofit organization whose mission is to decrease occurrences of teen pregnancy, suicide, substance abuse and sexual abuse. At Island Girl Power, they strive to empower the youth of Guam through productive life training, skill-building workshops, educational activities, promoting self-confidence with mentors and role models, and inspiring cultural and community pride. Island Girl Power works to inspire the community to be part of a positive change.

Juanita Blaz serves as Island Girl Power's executive director and has been volunteering for 23 years.

"Love the planet, love the community and love yourself" is Blaz's mantra. "Our mission is important because a lot of people are needing purpose in life. By working with young people, we get to inspire them to be a part of the change they want to see in the community and world. We are growing the next generations of helpers."

A group of Sailors from Nimitz led by Lt. Lee Yi, a U.S. Navy chaplain, volunteered at Island Girl Power during a community outreach event March 2. The Sailors re-insulated and painted the outside of the thrift shop, mulched and weeded garden beds, and pressure-washed, painted and built a foundation for reserve water containers. The volunteers also organized donated goods for resale.

"We couldn't do what we do here without a community that is receptive and the help of all the volunteers that spend their time, money and effort to create a better generation and to give back to the community," said Blaz.

Not only does the community and organization benefit from volunteer service, but many people also find personal gratification in the process of giving back to the community.

"I chose to participate in the [event] because I have two daughters back home, and it was something that reminded me of them," said Information Systems Technician 1st Class Michael Cadiz, from Pearl City, Hawaii. "I want to help out because I want the community to help my daughters. Me giving back to the community here, it's in honor of my daughters."

Community service may feel miniscule in and of itself, but the rippling effect of compassion for those less fortunate has ever-radiating circles of growth.

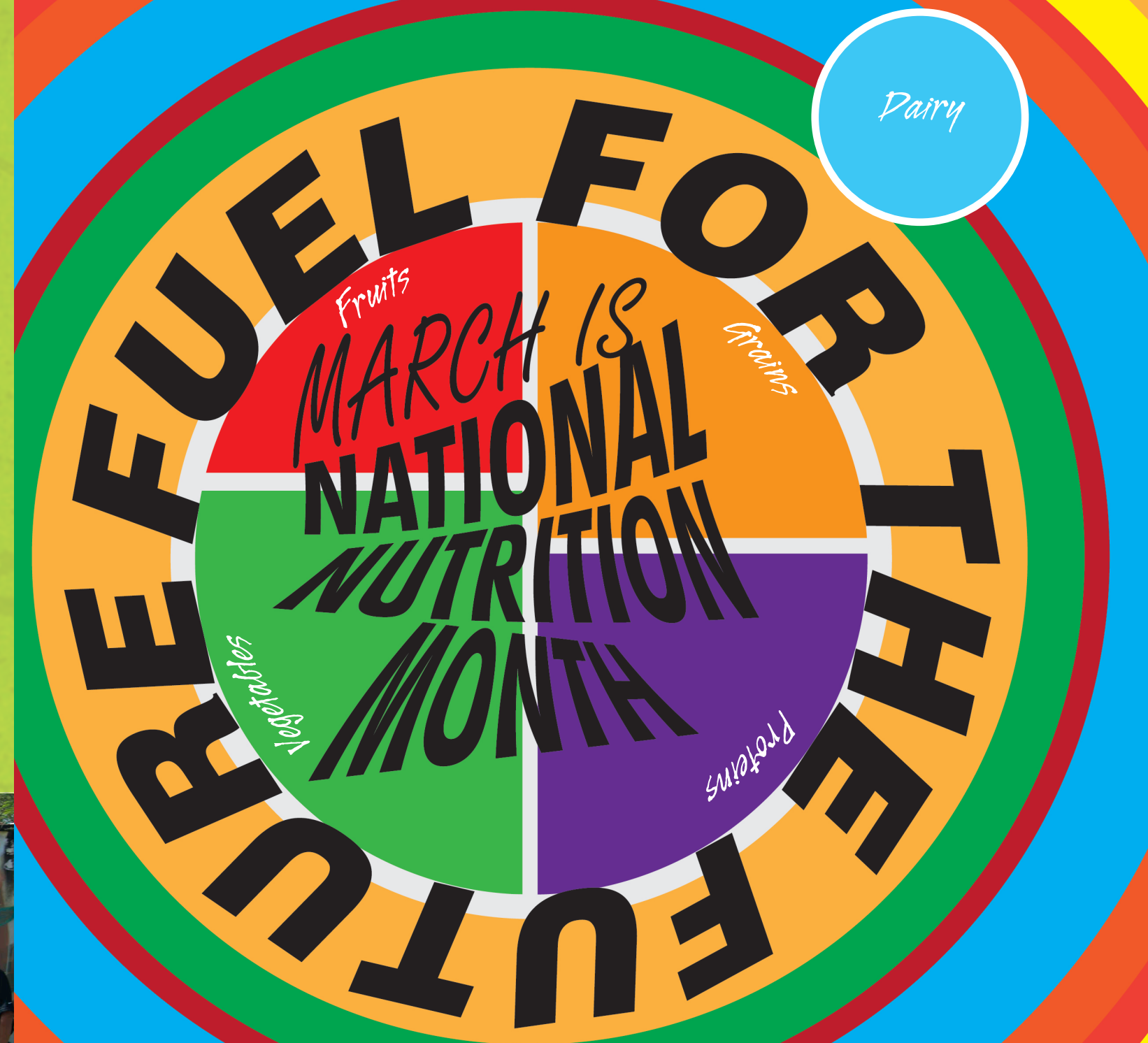
*"Love the planet,
love the community
and love yourself."*

"Community service is important to me because it is creating positivity, and that spreads around," said Cadiz. "The community feels the contributions you give."

As ships pull into foreign ports, community outreach events provide unique opportunities for Sailors lend a hand to the communities they visit.

"The community as a whole doesn't really know what the Navy is all about" said Cadiz. "This shows a face of the Navy where we are helping the community and giving back."

The U.S. Department of Agriculture (USDA) recommends consuming a balanced and colorful plate.



Consuming each of these food groups helps you build and maintain a healthy body.



Sailors pose for a group photo after participating in a community outreach event at Island Girl Power.



DO OR DIE: Training for Mass Casualties

Story by MCSN Emma Burgess

In every branch of the military, medical personnel play essential roles, such as issuing over-the-counter medication or performing surgery. Hospital corpsmen are the Navy's enlisted medical specialists and undergo a wealth of training to improve day-to-day mission readiness.

But what about in the case of a large-scale emergency?

Nimitz's medical department regularly holds "mass casualty" drills to keep the team ready for any emergency situation that may occur. These drills are part of the reason corpsmen are able to save lives.

Mass casualty drills prepare corpsmen and other Sailors for large-scale emergencies. With extensive planning and practice, corpsmen are prepared to face the struggles and develop the perseverance it takes to save the crew and their ship.

"If you're not prepared, then you will lose aircraft along with people's lives," said Hospital Corpsman 3rd Class Jacqueline Wynne. "There's more to the response than just taking care of patients."

During mass casualty drills, many personnel play a role in preserving the ship, from providing security, to performing damage control, to serving as stretcher bearers and transporting injured personnel.

Many of these scenarios are based on the flight deck, which is statistically the most dangerous place on the ship. In the event of a plane crash or an explosion on the flight deck, firefighters and medical personnel act as the ship's first responders.

"The mass casualty drill is something that we perform throughout the ship with integrated teams," said Lt. Monique Reyes, the ship's nurse. "It's not only medical, but other departments as well, because when a mass casualty happens, it involves lots of different aspects of the ship."

Throughout naval history, many instances of mass casualties have occurred in the fleet. Two notable examples are the 1967 USS Forrestal (CVA 59) fire, and the 2000 suicide bombing by the radical Islamic terror group al-Qaeda on USS Cole (DDG 67).

The Forrestal fire occurred on the flight deck on July 29, 1967, in the Gulf of Tonkin, while engaged in combat operations during

the Vietnam War. The fire was started when a rocket accidentally launched from one of the ship's own F-4 Phantom jet fighters and streaked across the flight deck, hitting a parked A-4 Skyhawk jet. Fuel from the Skyhawk spilled and caught fire, spreading to nearby planes and causing a 1,000-pound bomb to detonate. One hundred and thirty-four Sailors lost their lives that day. Another 161 were injured.

A more recent example of a mass casualty scenario was the attack on Cole on Oct. 12, 2000. During this incident, the destroyer was making a fuel stop at the port of Aden, Yemen, when al-Qaeda sent two suicide bombers to attack the ship. The bombers perished in this attack, but not before successfully blowing a 40 foot hole near the waterline. This attack killed 17 Sailors and injured nearly 40 other crew members.

Master Chief Operations Specialist Torrence Mabry was aboard Cole during the attack.

"We have to understand the things that we do and the job that we have," said Mabry. "You must learn it, you must know it, and you have to understand the seriousness of it every day. Be the best at what you do so that you can come home and enjoy tomorrow."

The horrors these brave men and women faced have altered the way the U.S. Navy prepares for and responds to mass casualties.

Real-life mass casualties are life-threatening and potentially traumatizing. Having a plan and knowing how to properly respond to these situations can protect Sailors both physically and mentally.

"Mass casualty drills keep the ship ready to fight combat casualties at all times - whether that's an opposing force outside the ship, or the ship itself," said Reyes.

Mass casualty drills are vital. Without the preparations our medical team and other departments make to properly respond to emergencies, personnel aboard the ship would be at greater risk. In the case of a real casualty, many lives could be saved with a constant state of readiness from the entire crew. 🇺🇸

OLD STAFF

The boisterous ceremonies of "Crossing the Line" are of such ancient vintage that their derivation is lost. Observances of this nature took place in the Middle Ages, when ships crossed the 13th parallel or passed through the Strait of Gibraltar. It is highly probable that ceremonies marking the crossing of the equator passed to the Anglo-Saxons and Normans from the Vikings and intended as a test for the crew to determine whether the novices on their first cruise could endure a life at sea.

During present day equator-crossing ceremonies, Sailors who have already crossed, known as Shellbacks, supervise the initiation of lowly pollywogs (first time crossers) into the realm of Neptunus Rex, the mythological ruler of the seas. Custom and tradition dictate that the oldest and most distinguished senior Shellback member of the crew presides in appropriate garb as King Neptune. Davy Jones is the official messenger for the King. The court consists of a "Royal Scribe" and such members as His Majesty designates. Once deemed worthy by the King and court by passing a series of tests, each Sailor becomes a trusty Shellback and given a much-treasured certificate of acknowledgement and recognition, signed by the commanding officer, Davy Jones, and King Neptune himself, listing the exact longitude of the crossing.

The day prior to the ceremony, Davy Jones will board with a message to the captain from His Majesty, Neptunus Rex, stating what time he wants the ship to heave-to for the reception of the Royal Party and with specific summons for certain crewmembers to appear before him. The captain and officer of the deck always receive him in a dignified manner.

Above: Crossing the Line: Father Neptune and the queen during a Neptune Party. 1908.

Below: Shellback Certificate, inscribed to Raymond Stone aboard USS SOLACE (AH-2), September 1908.

NEPTUNE'S TRUSTY SHELLBACKS

When the ceremonies were first conducted, they were physically challenging and could even be painful or embarrassing to the Sailors. Today, the event is voluntary and is conducted more for entertainment purposes and morale boosting than anything else. Other milestones such as crossing the Antarctic Circle and deep sea diving have also been adopted in this tradition.

Here you'll find a collage of Nimitz Crossing the Line Ceremonies from deployments past.

1980

1988

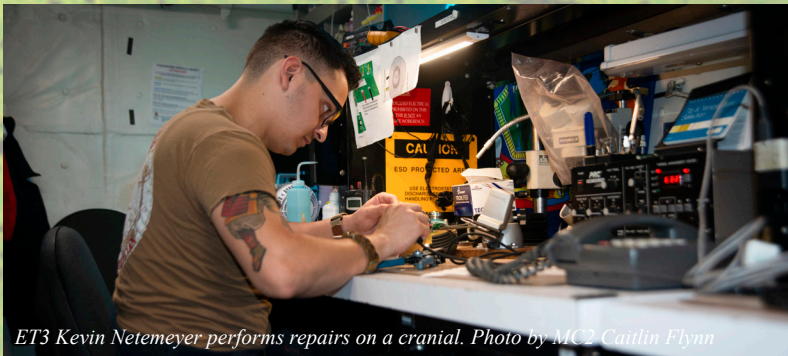
1989

2003

2007



Sailors prepare for flight operations on the flight deck. Photo by MC3 Joseph Calabrese



ET3 Kevin Netemeyer performs repairs on a cranial. Photo by MC2 Caitlin Flynn



AEAN Cecilia Herman tightens the tiedown of an F/A-18F Super Hornet. Photo by MC3 Caylen McCutcheon



AMAN Katrina Pedrahas sands a panel in the composite shop. Photo by MC3 Caylen McCutcheon



A Sailor manually extends the wing on an F/A-18E Super Hornet from VFA-146. Photo by MC3 Joseph Calabrese



Sailors watch an F/A-18E Super Hornet from VFA-137 approach for an arrested landing. Photo by MC2 Justin McTaggart



ET3 Victor Lino performs corrective maintenance on a radio. Photo by MC2 Caitlin Flynn



Lt. Ryan Govoni and Lt. Ben Schmidt monitor flight operations. Photo by MC3 Caylen McCutcheon



ADAN Joey Ruiz and AD1 Rieu Pham install a jet engine component in the hangar bay. Photo by MC3 Caylen McCutcheon



AM3 Austin Whitehead services the main rotor head on an MH-60R Sea Hawk helicopter from HSM-73. Photo by MC3 Joseph Calabrese



ICSA David Cervantes troubleshoots a shoreline connection box. Photo by MC2 Caitlin Flynn



ET3 Victor Lino performs corrective maintenance on a radio. Photo by MC2 Caitlin Flynn



Sailors participate in the 2nd class petty officer advancement exam. Photo by MC2 Caitlin Flynn



Sailors observe an MH-60R Sea Hawk helicopter from HSM-73 as it flies above an F/A-18F Super Hornet from VFA-22. Photo by MC2 Justin McTaggart



AMEAN Christopher Harris coils a line in the hangar bay. Photo by MC2 Samuel Osborn



AD2 Tardelli Wallace inspects the engine of an F/A-18E Super Hornet in the hangar bay. Photo by MC3 Caylen McCutcheon

RED THE SHIP OF SLIMY WOGS

Story by MC3 Joseph Calabrese



Polly wogs entertain King Neptune and his Royal Court.

Sailors aboard Nimitz participated in a “crossing the line” ceremony March 12, cleansing the ship of its “pollywogs.” The ceremony included breakfast without the use of hands, obstacle courses, vigorous physical exercise and a final appearance before His Majesty King Neptune and his royal court to be bestowed the title of “trusty shellback.”

Crossing the line is one of the oldest traditions in western seafaring culture, both civilian and military. It’s not clear when the tradition started, but it dates back at least 400 years.

When the ceremonies were initially conceived, they were more physically challenging, painful and embarrassing to the Sailors. Today’s ceremonies are completely voluntary and are conducted more for entertainment and to raise the crew’s morale.

“I think it went really well and people had a good time. I had a great time,” said Caroline Alexander, Fun Boss aboard Nimitz and a participant in the ceremony. “The people who organized this event did an amazing job.”

To some, the event was more than just a rite of passage. It was a day to enjoy a pause in their day-to-day routine and shake things up.

“It was something that took my mind off the fact that I was on deployment,” said Aviation Boatswain’s Mate (Equipment) 3rd Class Autumn Branch. “It definitely was what I needed to get a break from all of this. I really enjoyed it and had a lot of fun.”

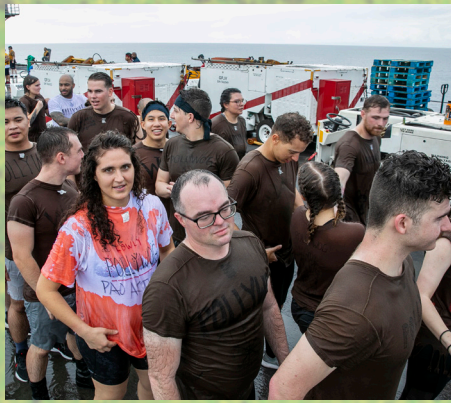
This was Nimitz’s first shellback ceremony since the ship’s 2020-2021 deployment. From the most seasoned shellbacks to the approximately 2,500 new shellbacks, the ceremony was a memorable one. 🇺🇸



Sailors go through one of many obstacles during Wog Day.



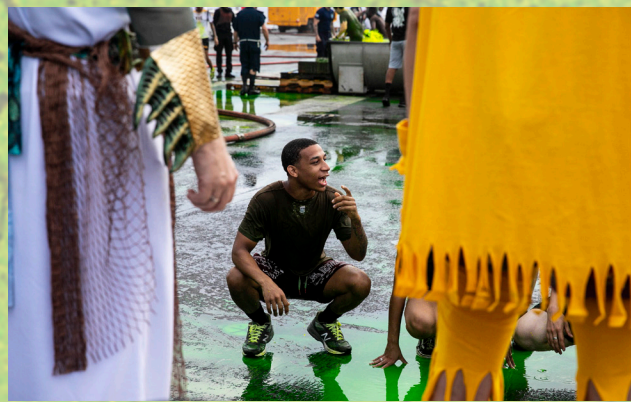
NIMITZ STRONG











The Thud of A Shell

Story by MC1 Eduardo Otero Santos

The polliwog revolt of the previous night was a testament to their poor judgment. He knew this much now. Soaking wet, slimy with seawater, dirt and uncertainty, Jack could barely hold himself up on his knees grating against the cold, wet non-skid underneath. Struggling to keep his eyes open, he caught a hazy glimpse of the horizon and the imposing silhouettes looming gigantic before his eyes. His tired lungs filled with air -- drags of salty, chill mist that stung with each inhale. He felt the fog freezing his skin and as he took a weary look around, he saw his fellow wogs – a brethren of lowly landlubbers, scallywags, scum of the Earth – kneeling beside him.

Next to Jack, Paul's blood-shot, panicking eyes met his. His lips moved and a cacophonous ditty soon suffused the air. The wog's bodies were battered and bruised, but their spirits remained intact. They sang in unison – their polliwog song – as they awaited judgment, and for an instant as fleeting as wet sand slipping through his fingers, Jack felt a shred of relief. Against all odds, after all they'd been through, they were still standing – if only figuratively. Yet he couldn't help but wonder for how much longer.

Succumbing to their weight, he allowed his eyelids to close shut, and he remembered. He saw the calm waters of days long gone, smelled the salty, gentle breeze of a nurturing sea cradling the ship in its sway. He felt the deceitful caress he had foolishly attributed to Queen Salacia – a far cry from the goddess he figured now sat a distance away in front of them next to her husband, His Majesty, Neptunus Rex.

He remembered his sailing days before the Ruler of the Raging Main and his terrible court boarded his vessel, before the revolt, before the accusatory summons, before they approached the line. He reminisced fondly, but hopelessly, for he knew it was all in the past now. His voyaging days as a slimy polliwog, as the court referred to them, were swiftly coming to an end.

Davy Jones, the royal messenger, limped and shambled across the deck in front of the ranks of polliwogs, inspecting them

one by one. Soon, it'd be Jack's turn. He shut his eyes in terror, attempting to avoid his fate as he heard the messenger's sloppy steps drawing ever closer until he felt a gust of death upon his slime-covered face. With a harsh tug on his hair, Jack's head was pulled back and his eyes opened, as if possessed, to meet the frightful sight in front of them.

Davy Jones' revolting visage dripped with saltwater and seaweed. Jack felt it fall on his face, adding to the slime, flowing in long lines down his neck and into the ruined clothes sticking to his body. Seconds that went on for days in Jack's mind dragged by until finally, with a dreadful growl that pierced his ears, Davy Jones let go. The salty wraith shuffled on, making his way along the rows of shaking polliwogs lined across the deck.

The royal scribe had recorded the proceedings and noted the sentences and punishments for their shortcomings, for their ill-conceived schemes, for being the lowly slime that they were. Davy Jones' deliberation, after all the tests, trials and tribulations of the past day, would be the final step – the moment of truth. Were he to approve it – and upon the judgment of Neptunus Rex himself – the slimy wogs would become trusty shellbacks; loyal servants of the court and worthy of the dreadful mysteries of the deep.

A sound of thunder cut through the air like a razor and as Jack's eyes squinted in disbelief, he saw him. Along the horizon – amidst the silhouettes he hadn't been able to see clearly moments earlier – his Royal Majesty, Ruler of the Raging Main, king of all creatures in and upon the seven seas and judge of all those who go to sea in ships, rose tall.

King Neptune sat alongside his Queen Salacia on a pearl-shelled chariot, pulled by fish-tailed horses that trembled in a quake

of raw power. Jack saw the members of His Majesty's court gathered around, awaiting the messenger. Their images grew distorted in the fog, but the sounds came clear as a fair winds day. Jack heard the King speak in ancient tongues of the deep, summoning his messenger. He was ready to hear the verdict. Davy Jones turned to the court as the oozing stench of watery doom pervading his garbs whipped Jack across the face one final time.

Jack continued to stare at Neptunus Rex, struggling to hold his gaze, trying to discern fantasy from reality when, suddenly, the King lifted a golden trident that flashed like lightning. As he did, a titanic wave formed along the distance, extending toward the ends of the Earth, making its way to the ship with a deafening roar.

Turning to see a dumbfounded Paul still kneeling next to him, Jack found his brother wog still covered in slime, stare fixed forward, mouth agape. So he shifted his eyes forward once more, back to the horizon, back to his fate, and closed them one last time. He finally gave in, let his head fall into his chest as the wave's terrifying bellow grew louder, closer, and then...

Jack's eyes sprung open to the sound of a whistle. "Reveille, reveille," the 1MC blared. "Heave out and trice up. Reveille." With an involuntary spring of his back, his head smashed into the lamp overhead and in his painful daze he could tell: he was in his rack. He rolled out, felt the warm deck underneath his feet and with an aching head and a pounding heart, he slowly returned to his senses. He was aboard his ship, his home, USS Nimitz – another day deployed.

As he scrambled into his salty coveralls, still confused, he caught a glimpse of a familiar face in the corner of his eye and turned to look, it was Paul. His friend stared back at him, and for a moment they shared a look which lasted mere seconds, but felt like an eternity.

Jack's eyes stretched open, trying to take in the moment, putting the pieces of the last few days back together like the morning after a long night in a foreign port. Had it been real? Was it all just a dream? What did it mean?

His mind raced as he looked deep into Paul's stare, desperately searching for answers he knew he might never find, but just as he was about to give up, he saw it. A twinkle began to shine in Paul's eyes and a knowing grin slowly formed across his lips, the revelation of an insane secret known by all across the deckplates.

"Crazy, huh?" Paul muttered as he shuffled toward Jack. "Let's get going, bro. I'm trying to get some chow before cleaning stations."

Before Jack could conjure up a reply, Paul slung his arm around him, slapping a fraternal pat on his back. He couldn't feel the contact but he could swear he heard it. It was a peculiar sound, different, new; it was the thud of a shell. 🐚

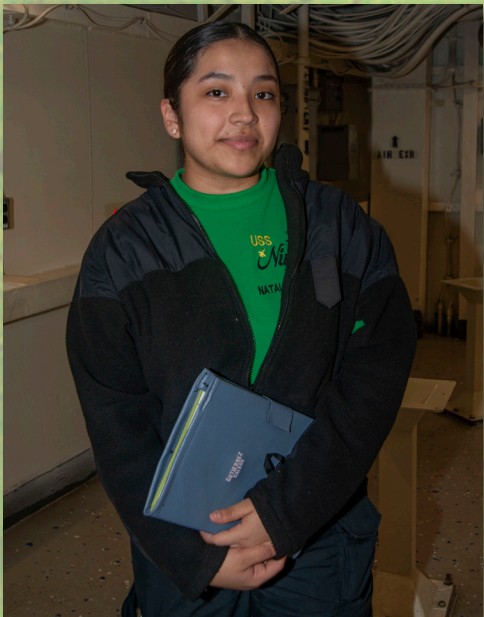
"He shut his eyes in terror, attempting to avoid his fate as he heard the messenger's sloppy steps drawing ever closer..."



DECKPLATE CHATTER



WHAT COUNTRY WOULD YOU LIKE TO VISIT IN YOUR LIFETIME?



"Spain, because I want to try their McDonalds."

-AN Natalie Gutierrez
Rockford, IL



"I would go to Australia to experience their culture."

-CSSA Justin Hall
Queens, NY



"I want to visit *The Shire* in New Zealand."

-AME1 Victoria Thomas
Baghdad, AZ



"Australia, because I want to see the kangaroos!"

-AM3 Christopher Hartfield
San Antonio, TX



"New Zealand, for a once-in-a-lifetime hunting trip!"

-LCDR Danny "Gun Boss" Wilkins
Flaherty, KY



"I would like to go to England to try new food."

-YNSN Charles Malone
Memphis, TN

CHAP'S CORNER: IT'S MID-CRUISE - DO YOU HAVE THE DOLDRUMS?

The "Doldrums" hold a distinct place in maritime history, having developed a reputation as a potentially deadly zone which could strand ships for weeks on end, causing them to run out of food and drinking water. Geographically, it is often described as an equatorial region of the Atlantic Ocean with calms, sudden storms, and light unpredictable winds. But as we look out at the waters around us right now, we could imagine a sailing vessel in trouble out here in the equatorial Pacific as well.

According to Merriam Webster, the meaning of DOLDRUMS is also applied to people and is a time of listlessness or despondency. "Zoned out," or "In a funk" might be terms that we can relate to. Rear Adm. Sweeney alluded to this "mid-cruise" feeling in his 1MC announcement. First off, I want to remind you that it is ok to feel "okay." Much of our world wants us, demands us, to be shiny and happy just to be normal. It is not realistic. There are plenty of days that "okay" or "adequate" is all we can find. If you are simply "okay," you are ok.

Second, we cannot confuse being "okay" with being "zoned out." Dangers lurk everywhere on this ship. Even being "okay," we still need to be sharp and execute our jobs with precision and attention. Your life and the lives of others demand it. "Spiritual Readiness" is an embodied readiness. That is, it is not just tending to our "souls," but also our bodies and minds. Ask yourself, "am I 'okay,' or am I in the 'doldrums' danger zone?" If not, start with the basics of life.

STAY HYDRATED – drinking water-flavored water is essential to "doldrums" avoidance. Coffee and Monster are not hydration substitutes!

EAT REGULAR MEALS – skipping meals reduces mind and body fuel, giving the "doldrums" a place to grow. Don't give yourself the "I am too busy excuse"; keep quick food handy.

GET EXERCISE – traversing the ship, climbing on and under aircraft, or being frozen in front of a screen all day is HARD work, but it is not exercise. Spending 20 minutes on a treadmill, elliptical, rower, or bike feeds oxygen to cells, medicating the "doldrums."

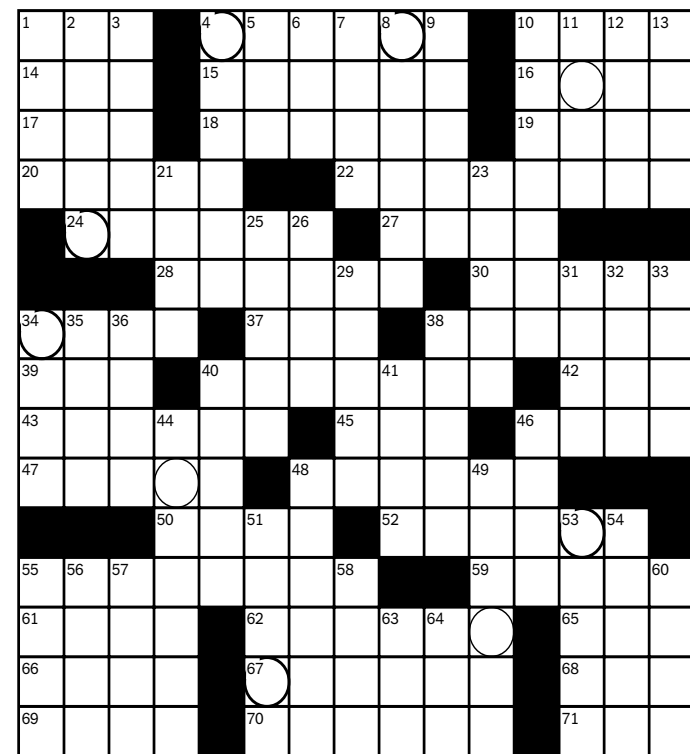
STAY SPIRITUAL – keep connected to a source of power that comes from outside of you. Connect via holy texts, prayer, mediation, or simply standing in a safe place to watch the power of the ocean and the sky.

The bullets above are your daily "doldrums" avoidance checklist. CHECK IN on these items daily so that you are not CHECKED OUT ...into the "doldrums" zone. (insert **JAWS** music – *da-da-da-da-da*)

- Chaplain Kurt Hagestuen, LT, USN

CROSSWORD Edited by Will Shortz

PUZZLE BY MIRANDA KANY



ACROSS

- 1 Prefix for the green-minded
4 Great cleverness
10 Junior hurdle, for short
14 Forever and a day
15 Revelers at reunions
16 Pilgrim at Mecca
17 Him, in French
18 Bawdy
19 Chester Arthur's middle name
20 Wind
22 1/2 cup coarsely chopped, for bright (or soapy) flavor
24 Add value to
27 Smallville surname
28 Word with color or rhyme
30 Sidestep
34 In ___ parentis (legal term)
37 Noteworthy span
38 Singer Donny or Marie
39 Sound at the doctor's office
40 About two cups cubed, after peeling and pitting
42 Pick up the tab
43 Former Wyoming representative Liz
45 "___ was saying ..."
46 Cat calls
47 Money spent in Munich
48 Serpentine
50 Carry-out
52 "Stat!"

- 55 One seeded and minced, for heat
59 Shade a lot like lilac
61 Somewhat
62 Saskatchewan's second-largest city, after Saskatoon
65 Soccer great Hamm
66 Phenomenon that may be dank or trending
67 Marine fish that's also the name of a hairstyle
68 "___ your move"
69 Kane's Rosebud, for one
70 Brand for a butterfly expert, perhaps
71 Bill-blocking vote

DOWN

- 1 Their blood is toxic to humans
2 Sporty model
3 One small red minced, for crunch and tang
4 Three cloves minced, for depth and aroma
5 Cotton gin inventor Whitney
6 Gist
7 Apple for a teacher, maybe
8 Reverse a thumbs-up for, on Facebook
9 Slink
0 Ghostly apparition
1 One teaspoon, pink or black, for emphasis
2 Slightly open
3 Baseball's Martinez
21 "lsh"
23 "Thus ..."
25 "American Pie" ride
26 Lunch that saves the day?
29 Talkative bird
31 Very cool, in slang
32 Chew (on)
33 "Grand" ice cream brand
34 Ruth Bader Ginsburg collar fabric
35 "From Here to Eternity" setting
36 "Moonstruck" star
38 Panegyric poet
40 Fabulous fabulist
41 ___ Minor

3/8/23

- 44 Written for an instrumentalist
46 Talkative bird
48 Build some muscle
49 One vine-ripe chopped, for texture and color
51 They can make you sick
53 1/2 teaspoon, for a little extra flavor ... really, try it!
54 Role for Patti LuPone and Madonna
55 Rocks out
56 Mouse with his own island in a Newbery Honor book
57 One small juiced, for citrus notes, and to preserve color
58 Rudely stare at
60 Accommodating
63 ___ de la Cité
64 Nancy Drew's beau

Online subscriptions: Today's puzzle and more than 9,000 past puzzles, [nytimes.com/crosswords](https://www.nytimes.com/crosswords) (\$39.95 a year).

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NAVADMIN 044/23
Applications are now being taken for the STA-21 program. The application process closes on July 21.

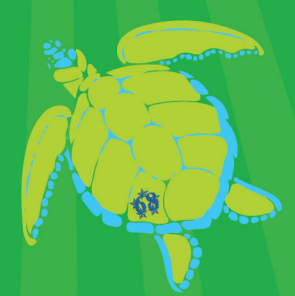
SKILLBRIDGE CHANGES
NAVADMIN 064/23 states that all skillbridge registration and applications for approval must be completed using the online application portal via MY NAVY EDUCATION. Talk to your chain of command or career counselor for more information.

NAVADMIN 026/23
The Medical Service Corps In-Service Procurement Program is now accepting applications for 2024. Applications will be accepted for the following specialities : Health Care Administration, Entomology, Industrial Hygiene, Medical Laboratory Science, Environmental Health, Radiation Health, Clinical Social Work, Pharmacy, Occupational Therapy and Physician Assistant.

NAVAL HISTORY ESSAY CONTEST
NAVADMIN 039/23 announces the call for essays in this year's CNO Naval History Essay Contest. The CNO invites entrants to submit essays that apply lessons from throughout naval history to solving today's challenges. Submissions are due May 31, 2023.

SAILOR 360: GROWTH MINDSET
Your talents can be developed through hard work and discipline. You may struggle with certain skills, but know that your abilities aren't set in stone. Skills can improve overtime, stay motivated. Approach challenges with a questioning attitude and give it your best. Look for opportunities to grow personally and professionally, and you will see yourself succeeding!

FLYING SQUAD
Want to be a member of the flying squad? Contact the ship's Fire Marshall at J-Dial 5803.



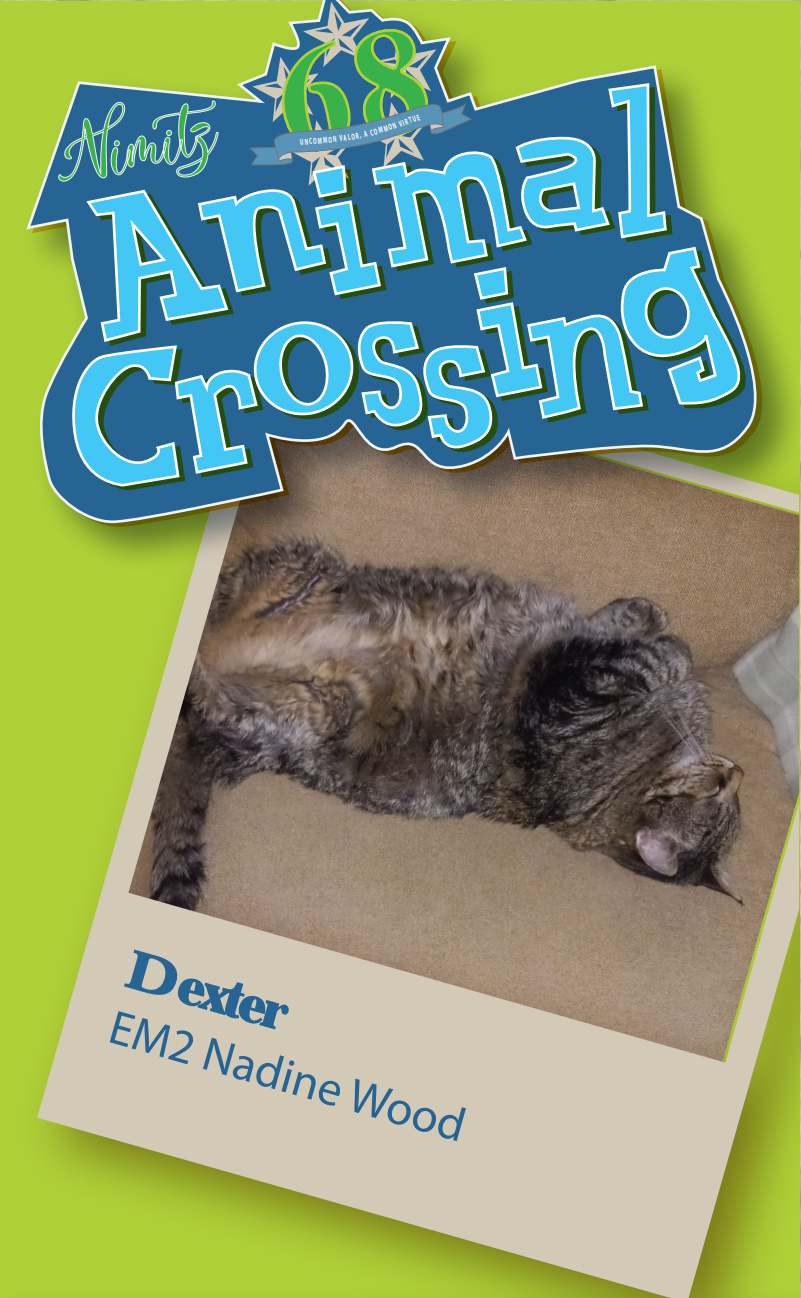
#1
What does IFLOLS stand for?
Improved Fresnel Lens Optical Landing System

#2
How many barricades does Nimitz have and what are they?
Three:
Fixed wing, Prop and Training

#3
How do you put out a catapult fire?
Steam Smothering System

#4
What is the purpose of flight deck markings?
Used to locate F/F equipment and helps identify hazard/danger areas

#5
How many helo spots are on the flight deck?
Nine



Age: 14 happy years
Wishing For: A comfy blanket to nap on
Dislikes: The vacuum cleaner
Loves: Tuna and chin scratches



COMING TO YOU THIS WEEK FROM



13th
Spades Tournament
Aft Mess Deck @ 2015

14th
Trivia Tuesday
Aft Mess Deck @ 2015

15th
Super Smash Bros Tournament
Aft Mess Deck @ 2015

16th
Art Class
Forward Mess Deck @ 2015

17th
Magic / Game Night
Aft Mess Deck @ 2015

18th
BINGO
Site TV @ 2015

SEE YOU THERE!

**BEWARE
OF JET BLAST
PROPELLERS
AND ROTORS**

CO2

