FY-13 chief board package deadline approaches

By Mass Communication Specialist 3rd Class Andrea Perez, Navy Personnel Command Public Affairs

MILLINGTON, Tenn. – Sailors who have submitted a board package to the Fiscal Year 2013 (FY-13) Chief Petty Officer (CPO) Selection Board can confirm its receipt at Navy Personnel Command (NPC) by clicking on the "Selection Board Status" link on www.npc.navy.mil, officials said May 14.

Per Navy Administrative Message (NAVADMIN) 349/11, the selection board will review the Official Military Personal File (OMPF) of all candidates. If documents are missing from a candidate's OMPF, they may submit those documents, along with a cover letter to the selection board president, to be reviewed by the board.

"Last year, the Customer Service Center (CSC) received more than 16,000 packages for the chief petty officer board," said Greg Moody, deputy director of customer relations management, NPC. "So far this year, we have only received about 900."

Packages submitted to the active-duty CPO board must be received by the NPC CSC by June 4. According to NAVADMIN 108/12, packages submitted by Reservists for the FY-13 reserve CPO selection board must be received by NPC CSC no later than July 9.

"Sailors need to make sure they send a cover letter, don't send classified documents and that each document in their package is marked with their full social security number," said Moody. "And please don't wait until the last minute to send in your package."

NAVADMIN 349/11 provides guidance and mailing information for those who wish to submit a package.

Documents reviewed by the CPO board can include:

- Procurement, enlistment/reenlistment data;
- Navy Enlisted Classifications and Warfare Designations;
- Evaluations and Fitness Reports;
- Administrative remarks;
- Training and education;
- Decorations, medals, and awards.

Letters sent to a selection board for consideration will not be added to a service member's OMPF permanently. BUPERSINST 1070.27 outlines all items that should or should not be submitted by service members and how to submit those documents.

MMC (select) Robert F. McKinney, gets fitted for his new combination cover by MMC Michael Newcom during the Navy Exchange (NEX) uniform night at Commander Fleet Activities Yokosuka April 11, 2011. The NEX uniform night is the first time the chief selects try on their new khaki uniforms, which they will wear at the end of the six-week chief induction period.

U.S. Navy photo by MC3 Matthew R. Cole

The FY-13 Active CPO Selection Board is scheduled to convene June 18. The active duty CPO selection board is the largest selection board conducted in the Navy. The board typically lasts five weeks, with results forwarded to the Chief of Naval Personnel for final approval.

The FY-13 Reserve CPO Selection Board is scheduled to convene July 23.

For more information, visit the NPC Selection Boards Web Page at http://www.public.navy.mil/BUPERS-NPC/BOARDS/Pages/default.aspx or call the NPC CSC at 1-866-U-ASK-NPC.

USS George Washington tests systems, conducts ScrubEX

By MC3 Stephanie Smith, *USS George Washington* Public Affairs

PACIFIC OCEAN – After long hours and weeks of preparation, the Japan-based, Nimitz-class aircraft carrier *USS George Washington*'s (CVN 73) Engineering department successfully tested one of the most critical systems for combating fires and guarding against chemical, biological, and radiological (CBR) attacks.

Crew members conducted a test of the ship's countermeasure washdown system on the ship's flight deck and in the hangar bay May 12-13.

The countermeasure washdown system, overseen by *George Washington* Engineering department Damage Control Division, uses a mixture of sea water and aqueous film forming foam (AFFF) to combat aircraft and ordnance fires by smothering the oxygen supply.

AFFF is also used to protect the crew from CBR contaminants by washing any contaminant from the ship's skin before it has a chance to enter the ship and contaminate the crew.

"We always test the AFFF countermeasure washdown system at the start of every cruise," said Damage Controlman 3rd Class Antonio Garcia from Los Angeles.

"We do it to ensure that all of the systems are in proper working order before going underway so we can use it in case of fire or CBR attack."

During this test, a concentration of 94 percent water and 6 percent AFFF is sprayed over every square foot of the ship's three hangar bays and exterior skin.

After the solution is sprayed, Sailors use sea water on the deck down for scrubbing.

While this test of the countermeasure washdown system sprays the concentrated solution on the flight deck and the hangar bay once a year, the system is tested quarterly, said Garcia.

"Each quarter we ensure that each system having to do with our countermeasure washdown systems are functional, from our bilge sprinklers, hangar bay sprinklers and our weapons elevators," said Garcia. "Instead of flooding the spaces with AFFF, we recirculate the solution as we run the tests to ensure everything is in working order."

The AFFF countermeasure washdown system, while tested quarterly, has more than 200 individual preventative maintenance checks; each individual maintenance check requiring anywhere from weekly to yearly inspection. Although the system is routinely maintained in preventative maintenance, this is the only time that every system is set off at once.

"There are a lot of components involved with the countermeasure washdown system that we oversee and maintain regularly," said Garcia. "From each AFFF station aboard, to various individual pumps, systems and valves, we uphold each one of them."

"The AFFF solution can't be allowed to stick on the deck, otherwise the deck can corrode," said Damage Controlman Fireman Jamie Parker from Memphis, Tenn. "That's why we hose and scrub down the deck after each washdown."

After the systems are tested and the decks scrubbed, all hands join in to rinse the AFFF from the metal components of the ship in order to prevent corrosion.

Not only is AFFF potentially damaging to the decks, it can also be hazardous when left on the skin too long. To prevent mishaps, Sailors participating in each washdown protect themselves with foul weather suits, as well as gloves and eye protection, to ensure as little skin as possible is exposed.

"AFFF is very harmful to skin," said Chief Aviation Boatswain's Mate (Handling) Tony Lawrence from Barnesville, Ga. and *George Washington*'s Safety department. "If left on the skin too long, it can cause serious skin damage as well as serious damage to the eyes if the proper protective equipment isn't in use. We don't ever want to see anyone getting hurt out there so personal protective equipment (PPE) is a must."

The hangar bay washdown started late in the evening May 12 and the flight deck washdown started early the next morning, allowing little sleep for *George Washington*'s damage controlmen.

"We're worn out and exhausted, but we understand the importance of these tests," said Parker. "The AFFF countermeasure washdown system is our baby and we want to make sure it's in perfect working order if the need for it ever arises."

With brooms in hand, more than just the Sailors of Air and Engineering departments made an appearance on the flight deck in the early morning. Sailors from all rates and departments came to scrub down the ship as *George Washington* continued its return to sea.

"I had a blast!" said Master at Arms 1st Class Shaun Ruschhaupt from Fountain Town, Ind. "I know that this is vital to the ship's safety and mission readiness, but it's just nice to get out and get some fresh air and have a good time."

With hundreds of Sailors on deck to give their ship a good, pre-deployment scrub down, the crew reinforced their teamwork and camaraderie and is now one step closer in preparations for the ship's next patrol.

George Washington has completed a six-month, routine maintenance period and is now underway conducting sea trials.