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USS ESSEX
(LHD 2)

WORDS FROM THE COMMANDING OFFICER

Welcome aboard the Navy's finest amphibious assault ship! I am excited to showcase the ship's capabilities and the finest crew in the Fleet!

I am very pleased that you will be joining us for an inside look at the Mighty ESSEX and witness the pride and professionalism of the men and women who serve our country at sea.

As you tour the ship, please take the time to talk with the Sailors and Marines you encounter and understand the immense responsibilities they have to maintain ESSEX ready to support our Nation.

I am confident it will be a memorable experience for you and the crew.



Thank you,

*Wayne Liebold
Captain, U.S. Navy
Commanding Officer
USS ESSEX (LHD 2)*

LEADERSHIP

COMMANDING OFFICER

CAPT Wayne Liebold



Captain Liebold, a native of Leesburg, Georgia, attended Georgia Tech from 1993 to 1995 and received his commission through the United States Merchant Marine. As a midshipman, he sailed on a variety of commercial ships. He qualified for his enlisted submarine dolphins and strategic deterrent patrol pin while assigned to USS Alaska (SSBN 732). He holds a bachelor's degree along with a USCG Unlimited Third Mate's License, a Qualified Member of the Engineering Department, and a Tankerman Person in Charge of Dangerous Liquids.

On sea duty, Liebold was assigned to USS Tarawa (LHA 1) as Electronic Warfare Officer, Electronic Material Officer, and Engineering Training Officer. During his tour, Liebold assisted with USS Cole recovery operations. Subsequent tours include USS Fitzgerald (DDG 62), and a department head tour onboard USS Gary (FFG 51) as Chief Engineer. He was selected for early command and reported to MCM Crew Reaper as executive officer in April 2009. Liebold assumed command of the MCM Crew Reaper in September 2010 and led the crew through three Arabian Gulf deployments. He reported as executive officer of USS Montgomery (LCS 8) (BLUP) in October 2014, and assumed command of the crew in April 2017. Captain Liebold reported onboard USS Essex (LHD 2) in March 2022 as executive officer and assumed command of USS Essex as commanding officer in August 2023.

On shore duty, Liebold was assigned to Navy ROTC Georgia Tech. He completed his master's degree in International Affairs at Georgia Tech in 2005. Liebold served as the Force Combat Systems Officer at Naval Surface Forces, Pacific. He served as a Battle Watch Captain and Senior Crisis Action Team Briefing to the Combatant

Commander at U.S. Southern Command. His most recent shore assignment was as a Military Assistant, Office of the Secretary of Defense, planning and executing domestic and international travel for the Secretary and Deputy Secretary.

Captain Liebold's personal awards include the Defense Superior Service Medal, Meritorious Service Medal, and various other Joint and Navy awards. Liebold was selected in 2010 as a member of the National Defense University's Program for Emerging Leaders at the Center for the Study of Weapons of Mass Destruction. He was the 2001 winner of the COMNAVSURFPAC Junior Officer Shiphandler of the Year.

Captain Liebold assumed command of USS ESSEX (LHD 2) in August 2023 as commanding officer.

EXECUTIVE OFFICER

CAPT Russell "MONGOOSE" Everitt



Captain Everitt is a native of Charleston, SC, graduated from the University of South Florida in 1999 with a B.S. in Business Management and a M.S. in Forensic Science from the University of New Haven in 2000. He earned his commission through Officer Candidate School and designated a Naval Aviator in July 2002.

Operational assignments include deployments with HSL-46 in support of Operations ENDURING FREEDOM and IRAQI FREEDOM embarked on USS VELLA GULF (CG 72) and aboard USS DOYLE (FFG 39) participating in counter narcotics operations; deployed to Baghdad, Iraq serving in the Multi-National Corps-Iraq Joint Operations Center; HSM-70 aboard USS GEORGE H.W. BUSH (CVN 77) supporting operations in the 5th Fleet area of operations; HSM-75, where he served as the Officer in Charge embarked in USS SHOUP (DDG 86) and squadron maintenance officer. Executive Officer and Commanding Officer with the HSM-71 RAPTORS attached to Carrier Air Wing NINE deploying with the USS JOHN C. STENNIS (CVN 74) where the squadron was awarded the 2018 Battle "E" Award. He has accumulated over 4,000 flight hours in the MH-60R and SH-60B Sea Hawk helicopters throughout his career.

Shore assignments include HSL-40 as an FRS Instructor Pilot and CNAL NATOPS Evaluator; USNORTHCOM, J-5 Directorate, Counter Narcotics and Counter Threat Network Military

Deputy; OPNAV N96 Aviation and Surface ASW Branch Head.

Captain Everitt is the recipient of the Navy League's 2019 John Paul Jones Leadership Award and the 2014 Navy and Marine Association Leadership Award. His military awards include the Defense Meritorious Service Medal, Meritorious Service Medal(2), Joint Service Corps Commendation Medal, Navy and Marine Corps Commendation Medal (4), Navy and Marine Corps Achievement Medal (4), and various unit commendations and service/campaign awards.

Captain Everitt reported onboard USS ESSEX (LHD 2) in July 2023 as executive officer.

COMMAND MASTER CHIEF

CMDCM(SW/AW/IW) Charles Parker



Command Master Chief Charles Parker hails from Hilo, Hawaii. He enlisted in the Hawaii Army National Guard in 1994, as an 11Bravo Infantryman. During his time in the HIARNG, he completed multiple training exercises in Hawaii, Japan and Australia. In 1998, he transferred into U.S. Navy and reported to Recruit Training in Great Lakes, Illinois, and completed PN "A" School at Naval Air Station Meridian, Mississippi.

His sea assignments include USS KITTYHAWK (CV-63), USS PAUL HAMILTON (DDG60), USS MANCHESTER (LCS14), PATRON FOUR SEVEN, and HELICOPTER MARITIME STRIKE SQUADRON FOUR NINE. In 2007, he deployed to Iraq for 7 months supporting the Army in counter IED and ISR operations at Ali Airbase. Additionally, he served on an Individual Augmentee Tour for 12 months at CJIAF 435 J1 & J3 Kabul Afghanistan supporting detention operations and rule of law. His shore assignments include PACOM J1 Camp Smith HI, Personnel Support Detachment Joint Base Pearl Harbor HI, and Naval Recruiting District San Diego, CA. His Command Master Chief tours were on LCS CREW 206, USS MANCHESTER LCS14, HSM 49 and BEACHMASTER UNIT ONE. Command Master Chief Parker is currently serving as the Command Master Chief onboard the USS ESSEX (LHD-2).

Command Master Chief Parker is a graduate of the Senior Enlisted Academy (Class 200) and the Command Master Chief/Chief of the Boat course (Class 161). He holds a Bachelor's degree in Organizational Management for the University of Charleston. His personal military awards include the Defense Meritorious Service Medal,

Meritorious Service Medal, Joint Service Commendation Medal, Navy and Marine Corps Commendation Medal (3 Awards), Joint Service Achievement Medal (2 Awards), Navy and Marine Corps Achievement Medal (3 Awards), Army Achievement Medal, and numerous Unit and Campaign awards.

ESSEX

As the seventh frigate of a young United States Navy, the ESSEX vision began in 1798 when the ship's builder Enos Briggs advertised for shipbuilding materials in the Salem Gazette:



“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 to 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!”

The 32-gun frigate was launched on September 30, 1799, before a crowd of 12,000 people. By the close of 1813, she was noted in Navy registers as the only vessel of worth to be operating - all others had been damaged, captured or sunk. On March 28, 1814, ESSEX was captured by the British at the Battle of Valparaiso. She served the British navy until she was sold at public auction in 1837.



The second ship to bear the name ESSEX was an ironclad steamer built in 1856 for use as a ferry. Originally named “New Era,” she was renamed ESSEX following purchase by the War Department on September 20, 1861. She participated in action against the confederate forces on the Cumberland and Tennessee rivers and was decommissioned on July 20, 1865.



The third ESSEX, a wooden-screw steamer, was commissioned on October 3, 1876, and saw action with the North and South Atlantic Squadrons and on the Pacific and Asian stations. She returned to New York via the Suez Canal and was placed out of commission in May 1889.

The fourth ESSEX (CV 9) was commissioned in December 1942. Built as the lead ship in the ‘ESSEX’ class of 24 World War II aircraft carriers, these aircraft carriers were the backbone of the Pacific Fleet and pivotal in the defeat of Japan. In the closing days of WWII, ESSEX took part in raids against the Japanese home islands.



ESSEX deployed twice in the Korean War between 1951 and 1953. During this time, future Apollo 11 astronaut Neil Armstrong served aboard her as a pilot. On October 22, 1968, she recovered the Apollo 7 astronauts following a splashdown north of Puerto Rico. She was decommissioned June 30, 1969.

HISTORY



Twenty years later on March 20, 1989, the fifth ship to bear the name ESSEX (LHD 2) became the second Wasp-class amphibious assault ship in the U.S. Naval fleet, and was commissioned October 17, 1992, in San Diego, Calif.

ESSEX completed three successful Western Pacific deployments over the next eight years and in July 2000, left San Diego to replace USS Belleau Wood (LHA 3) in Sasebo, Japan, successfully completing the largest hull swap in U.S. Navy history. During her 12-year forward deployment, ESSEX completed deployments to the Middle East, humanitarian missions to East Timor and Indonesia, exercises Foal Eagle and Cobra Gold and in March 2011, deployed in support of Operation Tomadachi providing assistance to victims of the Japanese tsunami.

In April 2012, ESSEX completed a historic hull swap with USS Bonhomme Richard (LHD 6) and returned to her original homeport of San Diego in May 2012. In June 2012, she participated in a two-month Rim of the Pacific (RIMPAC) Exercise. This 24-nation naval exercise assembled the largest multi-nation armada in modern history.

In September 2012, ESSEX began a \$200 million, 18-month Extended Dry-dock Planned Maintenance Availability (DPMA) - the largest non-carrier maintenance package in surface Navy history. Improvements included upgrades to support the U.S. Marine Corp MV-22 Osprey, IT and computer networks, modernized the fuel oil stability compensation system and conducted a five-year Strength and Integrity Inspection on both boilers. ESSEX successfully completed sea trials in April 2014 and was certified for flight operations in May 2014. In December 2015, ESSEX completed a 7-month deployment to the 5th and 7th fleet areas of operation in support of Global Maritime Security.



ESSEX embarked on an eight-month deployment to the 3rd, 5th and 7th fleet areas of operation in July 2018, focusing on maintaining and strengthening foreign relationships with allies across the globe. While underway, ESSEX conducted joint operations with the 13th Marine Expeditionary Unit (MEU) and showed global presence during TACR-18 and CARAT Malaysia. ESSEX was the first to deploy to the 5th fleet area of operation and conduct combat operations with the F-35B Lightning II fighter jet.

The aircraft was used in support of Operations Freedom Sentinel and Inherent Resolve. Following her successful deployment, ESSEX began a ten-month Planned Maintenance Availability (PMA) to ensure ESSEX remains at the forefront in war-fighting capabilities.

In 2021, USS Essex and 11th Marine Expeditionary Unit (MEU) executed a seven-month deployment to U.S. 3rd, 5th, and 7th Fleet areas of operation. They provided numbered fleet and combatant commanders with a responsive, flexible and forward-deployed asset capable of maritime power projection, contingency operations, and crisis response. Their capabilities enabled shaping of the operational environment to protect the United States and allied interests in any threat environment.

During deployment, Sailors and Marines supported Operation Inherent Resolve, Large Scale Exercise 21, Marine Exercise Philippines 22, and Noble Fusion 22.

While operating in U.S. 7th Fleet supporting U.S. Indo-Pacific Command from January to February 2022, USS Essex conducted expeditionary strike force operations with the Carl Vinson Carrier Strike Group (CSG) in the South China Sea. ESF operations demonstrate U.S. capability to quickly aggregate an integrated naval force to operate all-domain warfare anywhere international law allows.

The ARG-MEU team participated in dual-carrier and dual-ARG training, with units from Essex ARG, Carl Vinson CSG, Abraham Lincoln CSG, America ARG, and Japan Maritime Self-Defense Force working alongside one another in the Philippine Sea.

USS Essex returned to its homeport of San Diego in March 2022.

In May 2022 USS Essex participated in Los Angeles Fleet Week along with USS Portland. This event is an opportunity for the American public to interact with their Navy, Marine Corps, and Coast Guard teams and experience America's sea services. Following Los Angeles Fleet Week, ESSEX departed for Hawaii in order to participate in the Rim of the Pacific (RIMPAC) Exercise. This is the world's largest international maritime exercise and is a unique opportunity to train with and sustain relationships amongst participants. During the exercise, ESSEX served as CTF-176 Amphibious Force Commander's flagship embarking a Republic of Korea Navy 2 star Admiral, a first for RIMPAC.

After the completion of RIMPAC, ESSEX returned to San Diego and transitioned to BAE Systems in September 2022. At BAE, ESSEX began a Docking Selected Restricted Availability (DSRA). While in the dry-dock, ESSEX will undergo repairs and refurbishment to numerous key systems across the ship.



FOR YOUR SAFETY

Aboard every Navy vessel, the subject of safety is stressed on a daily basis. Besides the challenges of working at sea, USS ESSEX, like any Navy ship, has numerous hazards that cannot be taken for granted. The ship has two large machinery spaces, carries millions of gallons of fuel and has a wide variety of ammunition, explosives, oils, paints and other hazardous materials. Please be careful around all of these dangers, and don't forget the following rules as you travel around the ship.

- 1 Always use handrails when moving up or down ladders. **DO NOT SLIDE ON HANDRAILS!**
- 2 Do not slam doors shut or drop hatches.
- 3 Always look where you are going, keep your head on a swivel and be mindful of your surroundings at all times.
- 4 Never run, jump or engage in horseplay. **NO ROUGH HOUSING!**
- 5 Always wear proper clothing, including **CLOSED-TOE SHOES**, when moving about the ship.
- 6 Never lean on liferails or lifelines.
- 7 Never throw any objects over the side.
- 8 Do not enter an engineering space without the Chief Engineer's permission. Along with permission, you must also have an escort and appropriate personal protective clothing to enter engineering spaces.
- 9 When flight deck operations are in progress, personnel are not allowed on the flight deck. Personnel are only authorized to view flight operations from the 0-6 level with appropriate hearing protection. Also, all personnel must remove their hats/ball caps prior to entering the 0-8 level, as these may get blown off and sucked into the intake of the aircraft.
- 10 There is no smoking inside the ship. Smoking is only permitted in designated areas and only during authorized times.
- 11 Report any fire, flooding or strange smells to the closest crew member or by dialing 911 or 7561.
- 12 After darken ship has been announced, all weather decks and hatches leading outside the ship will be secured and are **OFF LIMITS** to personnel not on watch. All spaces can be accessed within the skin of the ship. Learn an interior route to your workspace/berthing area.
- 13 No cell phones and no smoking within 10 ft. of any ready service lockers containing ammunition.
- 14 In case of an emergency, stand fast and make way for in port emergency team/flying squad. "Make a hole" and "Gang-way" are but a few words you may hear as personnel are making their way through p-ways.

USEFUL INFORMATION

USS ESSEX is structured much like other ships in the Navy. Unfortunately for people who are unfamiliar with the Navy, the experience takes a little getting used to. The following guide provides some key information to enhance your experience on the ship.

NAVY VOCABULARY

Deck: Floor	Head: Bathroom
Ladder: Stairs	Scuttlebutt: Water fountain
Liberty: Off time	Bulkhead: Wall
Galley/Mess Decks: Cafeteria	P-Way: Hallway
Port: Left side of the ship (when facing forward)	Starboard: Right side of the ship (when facing forward)
Forward/Bow: Front end of the ship	Aft/Stern: Back end of the ship
Make a Hole/Gang-way: Move aside	

GETTING AROUND

Every compartment on the ship has a specific address which is posted on a bulkhead in compartments or passageways. This is called the tac number and it is posted on the bulls-eye.

1st Number: The deck or level you are on. Hangar bay is level 1. Decks below the hangar bay are numbered as they go down (1-7). Decks above the hangar bay are numbered as they go up (O1-O7).

2nd Number: The frame number. Frames are numbered from bow to stern from 1-122.

3rd Number: The distance from the centerline to out board of the ship - odd numbers mean you are on the starboard, even numbers mean you are on the port side.

Letter: What kind of space it is.

- A - Storage space
- C - Ship and fire control operating spaces
- E - Machinery Spaces
- F - Fuel and oil tanks
- G - Gasoline tanks and cofferdams
- J - JP-5 tanks
- K - Stowage of chemicals and hazardous materials
- L - Living quarters
- M - Ammunition
- P - Port
- Q - Miscellaneous
- S - Starboard
- T - Vertical access trunks
- V - Void compartments
- W - Water storage compartments
- X - Weather deck area

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The **second line** refers to the forward and aft frames that defines the space.

The **third line** refers to the department or division responsible maintaining that space.

USS ESSEX (LHD 2)



The Expeditionary Strike Group's main battle platform is the amphibious assault ship. Homeported in San Diego, CA, our primary mission is to embark, deploy and land elements of a Marine landing force by helicopter, landing craft, amphibious vehicle or any combination of these methods. The commander of the amphibious squadron and staff embark aboard ESSEX joined by an amphibious dock landing ship and amphibious transport dock ship to form an amphibious ready group. With the embarked Marine expeditionary unit, USS ESSEX is equipped to play a key role in combat and humanitarian operations.

Specifications:

Class: One of eight ships in the Wasp-class designation - LHD

Keel Laid: March 20, 1989

Commissioning Date: March 16, 1991

Commissioned: October 17, 1992

Cost: \$1.1 billion

Dimensions: 844 ft long, 106 feet wide, 185 ft high from waterline to mast top

Beam: 106 feet

Flight Deck Area: 80,000 sq. ft.

Displacement: 40,650 tons

Cargo Storage Space: 100,000 cubic ft.

Vehicle Storage Space: 22,000 sq. ft.

Well Deck: 13,000 sq. ft.

Speed: 24+ knots

Propulsion: Two conventional steam propulsion plants, 600 psi steam

Propellers: 2

Propeller Diameter: 16 ft.

Weight of Each Anchor: 40,000 lbs

Length of Each Anchor Chain: 1,170 ft.

Weight of Each Anchor Chain Link: 155 lbs

Compartments: 1,426

Medical: 320 beds, 6 operating rooms

Homeport: San Diego, CA

Complement: 1,200 Sailors, 2,200 Marines

Meals Served Per Day: 14,800

Water Made Per Day: 200,000 gallons

WEAPONS SYSTEMS

NATO Evolved Sea Sparrow Surface Missile System (NESSMS)

This system uses radar-guided Sea Sparrow missiles with high-explosive warheads to counter threats from cruise missiles and aircraft. ESSEX has two, forward and aft, eight cell missile launchers.



Phalanx Close-In Weapons System (CIWS)

It provides a last ditch defense against cruise missiles and aircraft with an automatic gun control system that tracks and automatically fires up to 3,000 rounds per minute towards surface contacts and 4,500 rpm towards air targets from a 20mm gatling type gun.



RIM-116 Rolling Airframe Missile (RAM)

A supplement to the Sea Sparrow, it is used for supersonic short ranged missile defense and is launched from two MK-49 RAM launchers, forward and aft.



AIR POWER

Like its aircraft carrier predecessor, ESSEX has a wide variety of aircraft at her disposal to accomplish a wide variety of missions.



AH-1Z Super Cobra

This attack helicopter is armed with missiles, rockets, cannons and machine guns.



UH-1Y Venom

This twin-engine medium size utility helicopter is designed to withstand ballistics up to 23mm.



MH-60S Knight Hawk

This twin-engine helicopter is used for anti-surface warfare, search and rescue, anti-piracy operations and humanitarian relief.



CH-53E Super Stallion

The military's largest heavy-lift helicopter carries up to 37 troops as well as equipment and supplies.



MV-22B Osprey

This joint-service, multi-mission aircraft with vertical/short take-off and landing (VSTOL) capability.



F-35 Lightning II

The military's newest aircraft includes a wide array of high-tech features such as an electro-optical targeting system, helmet display and increased stealth capabilities.



AV-8B Harrier

This jet can be used as an air to air fighter and light-attack air to ground bomber.

AMPHIBIOUS VEHICLES

ESSEX also has amphibious vehicles that she uses to transport Marines, cargo, smaller vehicles and more from ship to shore.



Assault Amphibious Vehicle (AAV)

This enclosed aluminum-hulled craft can carry up to 25 fully equipped Marines on the sea or over land. It is equipped with a turret mounted 12.7mm machine gun.



Landing Craft Air-Cushion (LCAC)

This class of air-cushioned vehicle (hovercraft) is used as landing craft by the US Navy and Japan Maritime Self-Defense Force. They transport weapons systems, equipment, cargo and personnel.



Landing Craft Utility (LCU)

This craft is used to transport materials, troops and equipment ashore.



Light Amphibious Resupply Cargo Vehicle (LARC-V)

This vehicle can transport troops and cargo over land as well as water.



Combat Rubber Raiding Craft (CRRC)

This craft is designed to transport raiding parties from ship to shore and through waterways.

DEPARTMENTS

To keep the ship running smoothly and safely, the crew is grouped into departments.



Air

Air Department is perhaps the most visible department on board. It includes all of the men and women who work on the flight deck, in the hangar bay and on associated equipment. This includes the crash and salvage team, the optical landing system, aircraft refueling crews, primary flight control and aircraft handlers for the flight deck and hangar bay work centers.

AIMD

The Aircraft Intermediate Maintenance Department, or AIMD, provides comprehensive repair capabilities to the embarked squadrons and units operating aboard ESSEX. AIMD has an aircrew survival equipment shop, calibration laboratory, oil analysis, hydraulic repair shop, airframe and composite fabrication centers, extensive electronics repair shops, and they also maintain all aircraft support equipment including the huge aircraft crash crane named "Tilley."



C5I Combat Systems

Combat Systems (C5I) Department maintains all command, control, communications, computers, combat systems and intelligence systems on board ESSEX. C5I's responsibilities include but are not limited to: detecting pertinent military or civilian activity; analyzing the impact of the activity upon friendly forces; disseminating the activity and analysis to friendly forces; providing engagement orders to friendly units with the ability to neutralize hostile forces using weapons systems; and to capture and analyze battle damage assessment information.



Combat Cargo

Combat Cargo is a vital part of transporting cargo and personnel to and from the ship. Their job is to keep track of and expedite items transported through the flight deck and/or well deck operations.



DEPARTMENTS

Each has specific areas of responsibility and expertise. These departments are further divided into divisions and work centers.

Deck

Deck Department is home of the traditional seamanship skills. Deck supervises personnel in ship's maintenance duties in all activities relating to marlinespikes, decks, boat seamanship, amphibious operations, upkeep of ship's external structure, rigging, deck equipment and life boats; repairing, maintaining and stowing equipment in preparation for underway operations; stand watch as helmsman, lookouts, and Boatswain's Mate of the Watch, handle cargo and operate small boats during a number of evolutions including Anti-Terrorism Operations and Maritime Interdiction boardings of suspect ships.



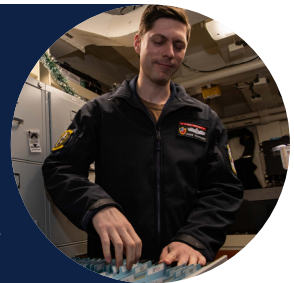
Engineering

The ship's engineers operate and maintain the ship's electrical power distribution system for all aircraft, weapons systems, elevators and the general power supply used throughout the ship. The engineers also ensure the availability of steam, which is used for cooking, producing potable water, and powering the main engines. Engineers manage all aspects of shipboard firefighting equipment and train the crew in firefighting and emergency response procedures. The Engineering Department provides ship-wide welding services and metal fabrication capability that supports all the Navy and Marine Corps requirements. The engineers maintain the ship's vast technical library and administer the ship's 3M Preventative Maintenance System.



Executive

Primarily responsible for the ship's administrative functions to include preparing official correspondence, manning, career counseling, discipline, and the Maintenance Material Management (3M) program. Executive Department is comprised of the ship's Administrative Office, Personnel Office, Career Counselor Office, 3M Office, and Captain's Office.



Medical/Dental

Providing medical services to more than 3,000 Sailors and Marines, ESSEX's Medical Department consists of a fully-staffed medical ward with most of the facilities found in modern hospitals. The ward can accommodate hundreds of patients. The ship's doctors, hospital corpsmen and nurses provide emergency and combat medical support both on the ship and throughout the amphibious ready group. Dental Division provides for the crew's general dental well-being. They provide general dentistry and some oral surgery. Making the crew smile is their niche in life.



DEPARTMENTS



Navigation

Navigation Department is tasked with the safe navigating of the ship's position and the visual passing of signals between warships and other vessels. While new electronic and satellite navigation systems increase the precision of the ship's position, the navigation team continues to rely on traditional visual, celestial and dead reckoning navigation methods to provide a reliable alternative.

Operations

Often referred to as the “nerve center” of the ship, ESSEX's Combat Information Center controls the employment of all the ship's weapons systems. In addition to this highly visible part of the department, their Air Operations provide critical planning and analysis functions to ensure mission success.



Public Affairs

The Mass Communication Specialists of Public Affairs are dedicated to communicating with the public and telling the ESSEX story. They document the ship's activity with photography, videography, print journalism, multimedia products, graphic design and vast printing capabilities. They communicate through both traditional media outlets such as newspapers in addition to the worldwide web and social media.

Religious Ministries

Attending to the spiritual needs of Sailors and Marines aboard ESSEX is the job of the Religious Ministries Department. Chaplains conduct religious services while religious program specialists and lay leaders assist all faiths in coordinating worship services and other activities. The department also runs the ship's library, improving the quality of life of the crew.



DEPARTMENTS

Safety & Training

The Safety and Training Departments provide the ship with training, information and procedures for the safe operation of the ship. Training is conducted throughout the ship via a network of safety and training petty officers within each division.



Security

Security Department provides physical security for the ship with a Security Officer and a Master-at-Arms staff. They ensure that all watch standers are trained and vigilant, respond to security threats and are in charge of Sailors placed on restriction for disciplinary infractions.



Supply

The sustained operation of the ship relies on the responsive logistics system managing more than 60,000 line items in support of the ship and its tenant crew. In addition, Supply Department prepares and serves nearly 15,000 meals per day; manages the ship's financial budget; does the ship's laundry; disburses the ship's payroll; operates the ship's store, vending machines, the on board post office; four plastic recycling and one solid waste processing centers.



Weapons

Weapons Department provides the ship and embarked squadrons with all training weapons and operational munitions. They requisition, receive, stow, inventory, break out, assemble and transport all ammunition. Our inventory includes bombs, missiles, small arms ammunition, rockets, cartridge actuated devices, grenades and demolition charges.





Shield

The gold line joining the blue of the Navy and the scarlet of the Marine Corps shows the unity of the two services. The gold border demonstrates the unity required of amphibious operations. The number 2 stands for LHD 2.

Crest

The bald eagle with a shield on its breast is representative of the eagle used in the coat of arms on the fourth ship to bear the name USS ESSEX. The Marine officer's sword grasped in the eagle's talons shows that the embarked Marine units are ESSEX's main battery. The red banner stands for the sacrifice and valor required to win the thirteen battle stars in World War II and four in the Korean War. The black color for the motto is meant to stand out for all to read and heed. The white border on the banner and the white stars symbolize the purity to cause for which the ship serves and the stars were won.

Supporters

The amphibious insignia over the Pacific Ocean symbolizes amphibious operations from the oceans of the world.

Chain

The gold chain surrounded by the five-sided coat of arms represents the five naval ships to bear the name USS ESSEX.



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@USSEssex_LHD2



@ussessex_lhd2