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JUNE 18, 2018

ABRAHAM LINCOLN'S
PIT SWORD



INSURV
SUCCESS



LINCOLN WELCOMES
THE INDIAN NAVY

Professional Military Knowledge Answers:

What does MSDS stand for?

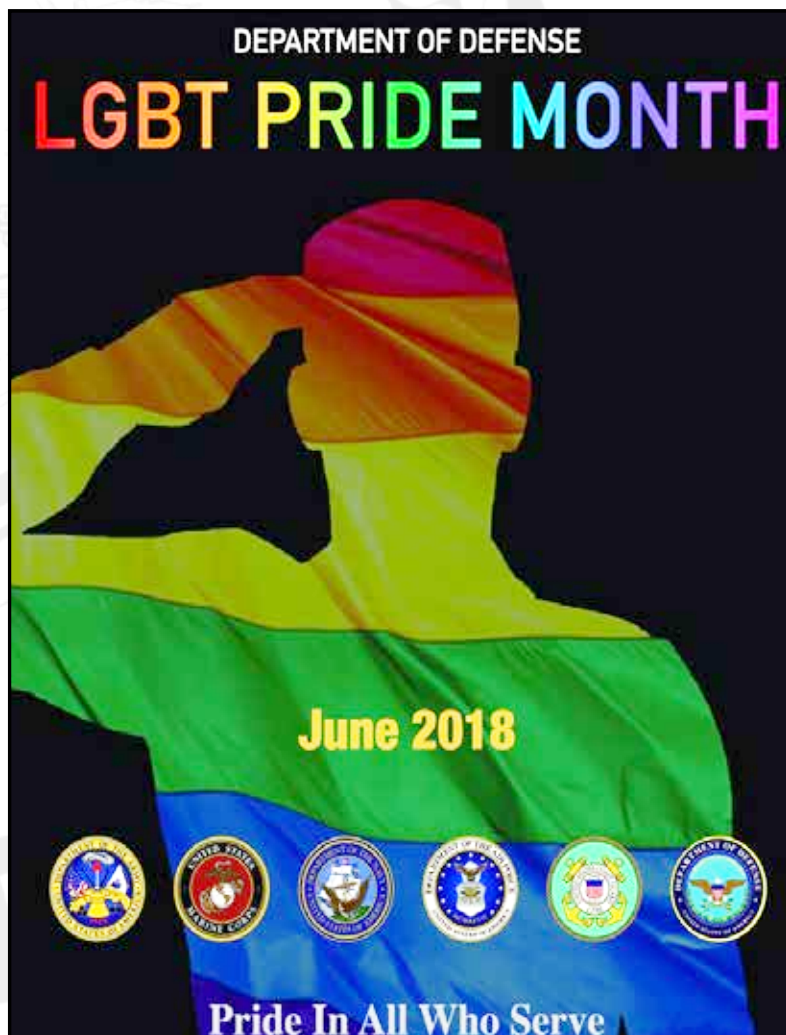
- A. Material Safety Data Sheet
- B. Materials Supply Date Sheet
- C. Material Safety Date Sheet
- D. Material Supply Data Sheet

What does the I in IFLOLS stand for?

- A. Integrity
- B. Improved
- C. Integrated
- D. Integral

What class of fire produces ash?

- A. Delta
- B. Charlie
- C. Bravo
- D. Alpha



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USS ABRAHAM LINCOLN

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www.cvn72.navy.mil
www.twitter.com/cvn_72
www.youtube.com/ussabrahamlincoln72

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Front Cover Photo

QM3 Robert Gordon lowers pennants on the signal bridge. Photo by MC3 Shane Bryan.



Future USS Thomas Hudner to be Commissioned in Boston

From Naval Surface Force, U.S. Pacific Fleet Public Affairs

On June 12, Secretary of the Navy Richard V. Spencer announced the newest Arleigh Burke-class guided-missile destroyer, Pre-Commissioning Unit Thomas Hudner (DDG 116), will be commissioned during a ceremony Saturday, Dec. 1, in Boston.

Thomas Hudner, commanded by Cmdr. Nathan Scherry, a Peculiar, Mo. native, is the 66th Arleigh Burke-class destroyer, and the 36th DDG 51 class destroyer built by General Dynamics Bath Iron Works (BIW). It is the first warship named for naval aviator and Medal of Honor recipient Capt. Thomas J. Hudner.

Hudner, a native of Fall River, Mass., received the Medal of Honor for his heroic actions during the Battle of the Chosin Reservoir in 1950. Hudner crash landed his plane in an unsuccessful effort to save the life of his wingman and friend, Ensign Jesse Brown, the Navy's first African American combat pilot.

In fall of 2015, the keel of Thomas Hudner was laid. The ship was christened on April 1, 2017, during a snowy ceremony at the BIW shipyard in Bath, Maine, and launched several weeks later on April 23.

Arleigh Burke (DDG 51 class) class destroyers are highly-capable, multi-mission ships that conduct a variety of op-

erations, from peacetime presence to national security. These DDGs provide a wide range of warfighting capabilities in multi-threat air, surface and subsurface environments. The ship's Integrated Air and Missile Defense radar will provide increased computing power and radar upgrades that improve detection and reaction capabilities against modern air warfare threats, as well

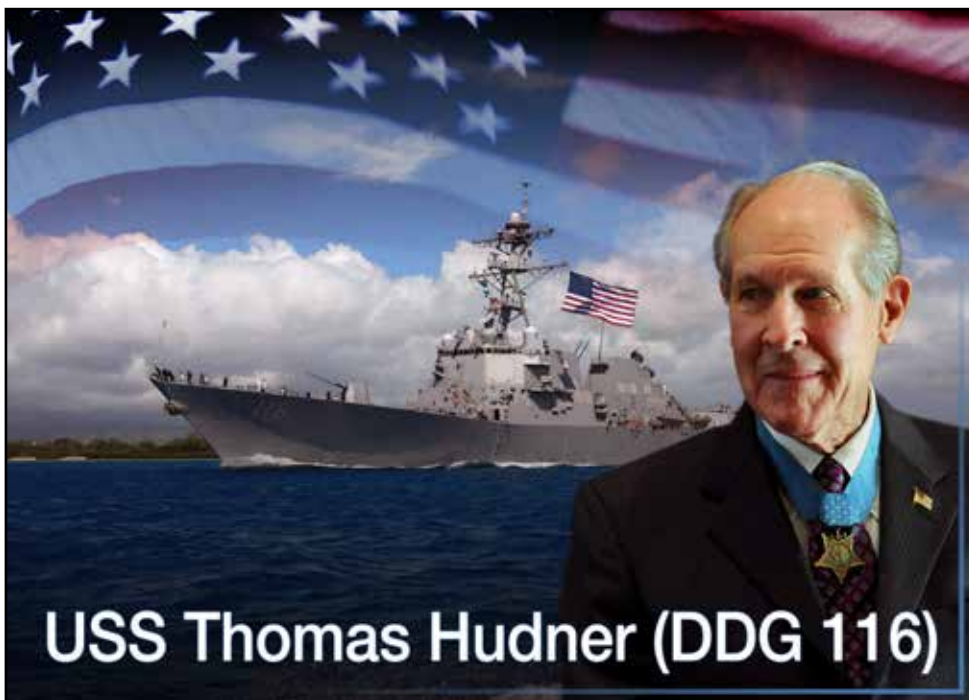
as ballistic missile defense. The Aegis Combat System will enable the ship to link radars with other ships and aircraft to provide a composite picture of the battle space, and effectively increase the theater space. New ships in this class, such as Thomas Hudner, have anti-ballistic missile capabilities as well. The DDG's all-steel construction provides a survivable platform.

After commissioning in Boston, she will make her way to homeport in Mayport, Fla.

For more information on Arleigh Burke-class destroyers, visit <http://www.navy.mil>.

For more information, visit www.navy.mil, www.facebook.com/usnavy, or www.twitter.com/usnavy.

For more news from Naval Surface Forces, visit www.navy.mil/local/cnsp/.



USS Thomas Hudner (DDG 116)

An artist rendering of the next Arleigh Burke-class guided-missile destroyer USS Thomas Hudner (DDG 116). The ship is named after Thomas Hudner, a Medal of Honor recipient and retired Naval aviator. U.S. Navy illustration by Lt. Shawn Eklund.

Lincoln Crushes INSURV

Story by MC3 Garrett LaBarge and Photos by MC3 Shane Bryan

Sailors aboard the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) successfully completed the Board of Inspection and Survey (INSURV), June 15.

“You demonstrated to the American people that you know how to maintain and operate this equipment,” said Commanding Officer Capt. Putnam H. Browne. “The CNAL inspector who has been with us for the last year said he has never seen a ship put in more effort into an INSURV inspection than you guys did.”

During the four-day inspection, Abraham Lincoln hosted more than 200 INSURV inspectors, who conducted more than 415 inspections of the ship’s material and operational readiness. Abraham Lincoln passed with an 85%, the best score for a carrier on the east coast.

“Hard work and preparation... lots of preparation,” said Aviation Boatswain’s Mate (Handling) 1st Class Jason Hamilton, Abraham Lincoln’s INSURV central leading petty officer. “Those two actions were the driving force behind Abraham Lincoln’s successful INSURV.”

Last week’s inspection was the final phase of the INSURV process. Abraham Lincoln completed five practice INSURV phases, which represented the crawl, walk and run process, slowly building knowledge and momentum between each one on the way to the INSURV material inspection.

The Board of Inspection and Survey, formed roughly 150 years ago, is the premiere Navy inspection entity. It is comprised of both service members and civilians who have considerable fleet experience. They attend school for training and conduct practice inspections before earning their spot.

“[INSURV] was put in place because there were ships essentially rotting at the pier right after the Civil War,” said Rear Adm. Erik Matthew Ross, president of INSURV. “Congress said we need a board of inspectors to make sure we can take care of those ships. There are men and women all over the country who want to know that we are ready to go to combat, and that our sons and our daughters are going to be safe. They want to know that we are going to be able to win the fight.”

For many junior Abraham Lincoln Sailors, this was their first time experiencing INSURV.

“When we first started this in November, there were a lot of rumors about what INSURV could, or would be like,” said Air Traffic Controller 2nd Class Kory Coleman, a member of Abraham Lincoln’s INSURV Central team.

Once the practice phases actually began, however, Sailors realized what items needed improvement and got to work fixing the discrepancies. The crew has corrected 12,998 discrepancies since November 2017.

“We are grateful for all the hard work,” said Hamilton. “Some Sailors might not see it because of all the hard days, long days, and staying overnight, but the whole command definitely appreciates it.”

The inspections canvassed functional areas across all departments including habitability, damage control equipment, navigation and engineering, to name a few. Inspectors were looking for cleanliness, preservation and anything that would materially impact the ship’s ability to go into combat.

“The communication amongst the departments has been very good and has improved throughout our process of preparing for this,” said Cmdr. Brett Lukasik, Lincoln’s air operations officer and INSURV coordinator. “From the beginning, we received accolades for being very courteous and professional throughout, which sets the stage, because then when the inspectors come aboard, they’re not expecting a culture of conflict.”

Now that Abraham Lincoln has passed INSURV, she is ready to take on Carrier Strike Group 12 and prepare for deployment. Everything we do as a strike group will be geared to protecting our nation, ensuring the freedom of the seas and preserving our interests around the world.

“INSURV is a big deal,” said Coleman. “It is clear that it took every department and every Sailor, from bottom to top of the chain of command, to get this done. The ship can move forward as one team.”

As Executive Officer Capt. Amy Bauernschmidt says, the teamwork made the dream work.



Firefighting gear is laid out in the hangar bay prior to INSURV inspections.



CWO5 Tony Cochran, an INSURV inspector (left), and MC3 Matthew Herbst, the primary SAR swimmer, perform an inspection on SAR equipment.

Striking Deep

Lincoln's Pit Sword

Story by MC3 Shane Bryan and Photos by MC3 Garrett LaBarge



The sign on the door reads, “DANGER: CONFINED SPACE, ENTRY MAY CAUSE DEATH!” Getting there requires a descent to the lowest part of the ship, and opening a small hatch to climb into this room, which smells of jet fuel and reaches higher temperatures than most other spaces onboard.

Aboard the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72), this 4-foot-wide room is called the trunk. It houses the pit sword, a large metal rod that is cranked through the hull of the ship to measure its speed through the water.

The pit sword is a 96-inch, sword-shaped piece of metal with two corkscrew-shaped devices on either side. A sensor on the sword measures the rate of the water flowing past it from two different directions to calculate the ship's speed through the water. This number is compared to the GPS-gathered speed to verify the GPS is working correctly. The diesel digital hybrid speed log sends the verified speed to auxiliary systems across the ship, such as speed indicators in the bridge and primary flight control.

“Our speed through water is essential for navigation,” said Chief Electronics Technician Matthew Guzur. “Without knowing it, we would have to rely on GPS, which does not give us the same accuracy. It could cause a potential mishap or worse.”

In order to ensure that this system continues to function correctly, Abraham Lincoln's Combat Systems Department performs maintenance on the pit sword before every underway. First, they must verify that the space is gas free three days in advance of pulling out. Once Combat Systems has authorization to enter the trunk, they escort the fire marshal or a gas free engineer to the space. The engineers walk in and test for gas, and if everything is okay, Combat Systems is cleared to work in the space for up to eight hours.

During this time, they clean, inspect and lubricate the equipment. Because the pit sword is often in the water for long periods of time, it can gather seaweed and barnacles. Combat Systems must ensure nothing has damaged the rubber gaskets that keep

water from entering the ship, because any leaks can cause big problems.

“It can be really nervewracking working on this equipment,” said Medina. “If we don't do our maintenance correctly, the entire space could flood. Eight years ago someone did not do the maintenance, and water filled the whole space. We are extremely cautious and make sure we follow every step so that we don't repeat history.”

The majority of the Sailors who work on the pit sword are junior enlisted. They are entrusted with the responsibility of this major piece of equipment. If anything goes wrong, it is in these Sailors' hands.

“Ownership is really important,” said Medina. “As a Sailor and as a technician, ownership should be important to someone no matter your rate. It is important to leave it better than you found it. That is what we are trying to do here.”

The pit sword is a piece of a larger navigation system known as the underwater log. This term dates back to the days when Sailors would toss a log, tied to a rope and knotted at regular intervals, from the stern of a ship. Sailors counted the knots that would pass through their hands over a certain period of time to measure speed. Subsequently speed-measuring instruments are called logs and speed is measured by “knots.”

The Navy has come a long way since the days of wooden ships. With technology rapidly advancing, many of the Navy's systems are switching over to digital platforms. However, the pit sword has essentially remained the same.

“Technology nowadays is pretty astounding,” said Electronics Technician 3rd Class Heather Bledsue. “The pit sword equipment is fairly old, but it is still being used today, and that shows it was engineered right.”

Without an accurate measure of the ship's speed through water, safe navigation would not be possible. The Sailors that maintain and man the pit sword are a vital piece of all of Abraham Lincoln's movement.



ET3 Mathew Medina (above) and ET3 Heather Bledsue perform maintenance on underwater log equipment.



Sailors perform maintenance on underwater log equipment.

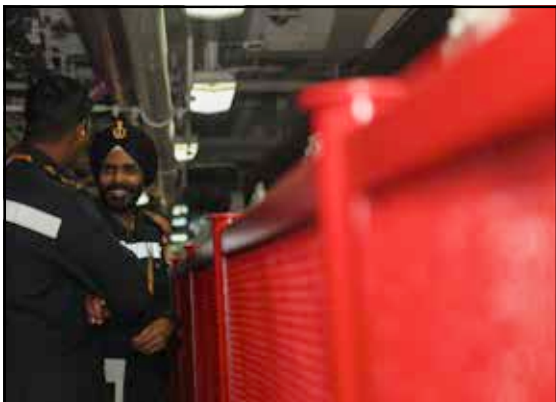


ET3 Ronnica Salas performs maintenance on underwater log equipment.

LINCOLN WELCOMES

The Indian Navy

Story by MC2 Jessica Paulauskas



Sailors aboard the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) welcomed five sailors from the Indian navy to observe the ship's Board of Inspection and Survey (INSURV), June 11-14.

The Indian sailors embarked to increase their understanding of how an inspection like INSURV ensures material readiness of the ship and how important it is to the lifecycle of an operational carrier. The guests observed operations on the flight deck, hangar bays, bridge, galleys and berthings, as well as damage control evaluations and underway demonstrations.

"We requested that the U.S. show us trials of a ship... an aircraft carrier that is coming out of a long overhaul, so we could see the type of trials that are conducted," said Indian navy Commodore Harish Batra, director, Carrier Acceptance Trials Team.

The Indian navy is currently comprised of one aircraft carrier, one amphibious transport dock, eight landing ship tanks, 11 destroyers, 13 frigates, one nuclear-powered attack submarine, one ballistic-missile submarine, 14 conventionally-powered attack submarines and various other auxiliary vessels. Their carrier, INS Vikramaditya (R33), entered into service with the Indian navy in 2013.

The Indian navy is scheduled to commission its second aircraft carrier, and the first of its

class, INS Vikrant (IAC-1) in late 2020. INS Vikrant will be India's first native-made aircraft carrier. It features a short take-off but arrested recovery (STOBAR) system with a "ski-jump" style flight deck and can deploy up to 30 aircraft.

Sailors from the Indian navy requested a visit aboard a Navy aircraft carrier late last year to learn how the U.S. tests its ships' material and operational readiness. They plan to take lessons learned from Abraham Lincoln's INSURV back with them.

"Building relationships with partner navies increases mutual understanding and allows us to better operate as a coalition if future interests dictate," said Cmdr. Derek Fix, Abraham Lincoln's operations officer and a liaison for the Indian navy visit.

"The crew here is very professional," said Lt. Cmdr. Gregory Klos, the principal assistant program manager for in-service aircraft carrier modernization and life cycle management, Program Executive Office Aircraft Carriers. "They've been very flexible and have provided us with a lot of great information. Abe's crew is proud of what they do."

Abraham Lincoln's successful completion of the Board of Inspection and Survey Material Inspection marks another milestone in the ship's journey toward operational readiness after completing her five-year Refueling and Complex Overhaul (RCOH) in May 2017.



Around THE Command



OSSN Mariah Sweene stands watch as Abraham Lincoln departs Naval Station Norfolk. Photo by MC3 Shane Bryan.



Indian navy sailors observe a jet blast deflector operate on the flight deck. Photo by MC3 Garrett LaBarge.



AOAA Deion Woody holds the ensign prior to colors on the flight deck. Photo by MC2 Jessica Paulauskas.



Abraham Lincoln departs Naval Station Norfolk for INSURV. Photo by MC3 Shane Bryan.



Sailors perform maintenance on a catapult on the flight deck. Photo by MC3 Garrett LaBarge.



The ABE Wire

ESO Note

NAVADMIN 140/18 announces the implementation of warrant officer-1 (WO1) pay grade (W-1) for cyber warrant officers, and solicits applications for the FY-19 and FY-20 WO1 Cyber Warrant Selection Boards.

To be eligible, all applicants applying for appointment as a cyber WO1 or CWO2 must be in the Cryptologic Technician Networks (CTN) rating and possess at least one of the following Interactive On-Net (ION) Operator NECs: H13A, H14A, H15A, or H16A (previously 9308, 9326, 9327, or 9328 respectively) as well as meet the additional criteria below:

- a. Cyber WO1 eligibility: CTN E-5 and above with time in service between 6 and 12 years.
- b. Cyber CWO2 eligibility: As announced in the annual Limited Duty Officer (LDO)/Chief Warrant Officer (CWO) in-service procurement board (ISPB) NAVADMIN in line with reference (a) and associated eligibility criteria.

Puzzles

		2		7	3			
	1							
	6	9			2			3
	3	8	5			9		7
				1				
1		4			9	8	2	
5			8			6	7	
							8	
			6	3		2		

Safety Note

Eyewash Station Tip: In accordance with both the 2017 CVN 72 Industrial Hygiene Survey and ANSI Z358.1, regular maintenance of eyewash stations should include:

- a. Weekly activation of the eyewash station to ensure proper water flow.
- b. Inspected at least annually for compliance with the standard.

Please contact Safety at J-Dial 5029 if you have any questions on maintaining your eyewash stations!

DAPA Note

There is never a good reason to drink and drive. If you're going out drinking, plan ahead to take a cab or ride share. You can look up local cab company phone numbers online and save the number in your phone contacts. You can also prearrange a pick-up time with a driver so you won't go over your limit.

Be smart and plan ahead to keep what you've earned!

Professional Military Knowledge

Abraham Lincoln is the ___ Nimitz-class aircraft carrier?

- A. 5th
- B. 2nd
- C. 10th
- D. 1st

When is the birthday of naval aviation?

- A. May 11, 1908
- B. May 8, 1911
- C. May 19, 1908
- D. May 11, 1919

What was the Navy's first carrier?

- A. USS Enterprise (CV 65)
- B. USS Nimitz (CVN 68)
- C. USS Abraham Lincoln (CVN 72)
- D. USS Langley (CV 1)