

PENNY ⁷² PRESS

OCT. 28-NOV. 03, 2019



SO OTHERS MAY LIVE

Aircrewman of the world
famous Nightdippers

P. 7

PLEASE MR. POSTMAN P. 4 / BAPTISM AT SEA P. 5 / MAKING A MASTER HELMSMAN P. 11

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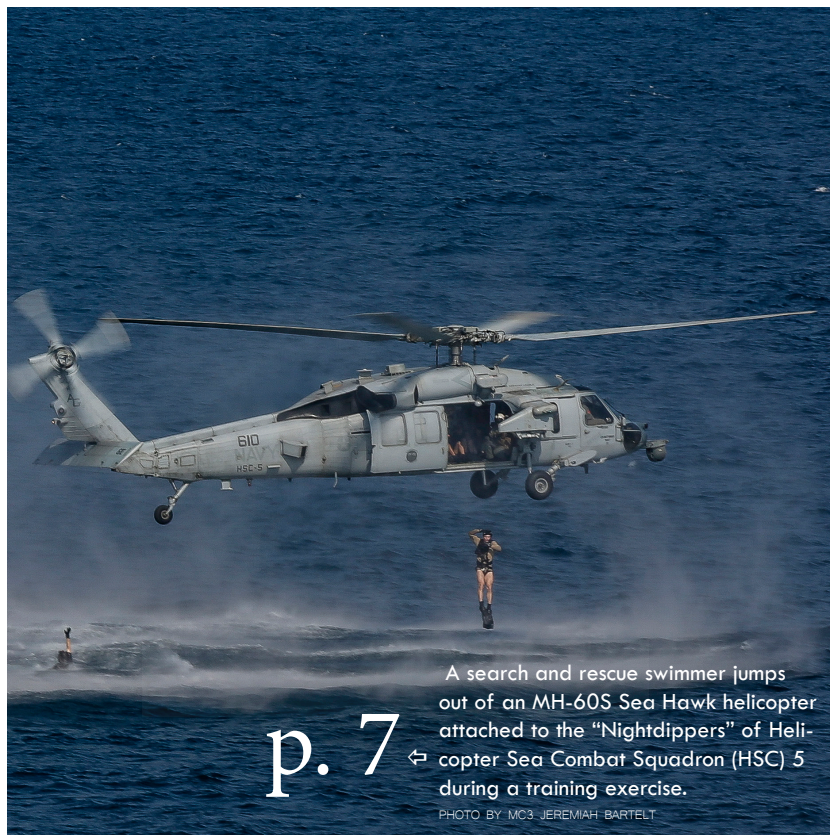
Vol. 31
Issue 43

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p. 7

A search and rescue swimmer jumps out of an MH-60S Sea Hawk helicopter attached to the "Nightdippers" of Helicopter Sea Combat Squadron (HSC) 5 during a training exercise.

PHOTO BY MC3 JEREMIAH BARTELT

ESW'S

- | | |
|---|---|
| <p>1. Who is the current Secretary of Defense?</p> <ul style="list-style-type: none"> A. James Mattis B. Mark Esper C. Calvin Coolidge D. Sammy Davis Jr. | <p>3. What is the max range for the CIWS?</p> <ul style="list-style-type: none"> A. 1 NM B. 4.5 NM C. 6 NM D. 9 NM |
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Cover

AWS2 Mathew Ramirez prepares to take off in an MH-60S Sea Hawk helicopter from the Nightdippers of Helicopter Sea Combat Squadron (HSC) 5.

PHOTO BY MC3 AMBER SMALLEY

ANSWERS

- 1. B
- 2. C
- 3. A
- 4. D

Lincoln Bulletin Board

Oct.-Nov.
28-3

1

Command Climate Assessment

- A voluntary survey that is taken online and the questionnaire focuses on organizational effectiveness, perceptions of discrimination and sexual harassment and sexual assault prevention and response.
- The survey is **100% anonymous**.
- Available **Oct 15 - Nov 14** on any canes computer and computers 1 and 4 in the CRMD library.
- All comments written in the survey are submitted to the Commanding Officer verbatim.
- If Sailors have any questions or concerns, contact any CRT or CMEC member.

2

BAH Re-Certification

- All single and mil-to-mil Sailors must complete the BAH re-certification process by **Oct. 31, 2019**.
- If the proper documentation is not received by the deadline BAH will be retroactively stopped on April 1, 2019.

THE PENNY PRESS
USS ABRAHAM LINCOLN

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October is Women's Health Month!



Many types of birth control have proven to be effective with compliant use as recommended. Birth control is used to prevent pregnancy for those who are not ready to have children. It can also be used to control heavy or irregular periods as well as acne and mood swings.

Condoms and knowing the sexual history of one's partners are the only effective methods to protect against sexually transmitted diseases.

The only 100% effective birth control is abstinence, but when using reliable methods with compliance, the failure rate of contraception can be very low.

Refer to the following link to choose the best birth control option for you at Bedsider.org
https://www.cdc.gov/reproductivehealth/unintendedpregnancy/pdf/contraceptive_methods_508.pdf

To request an input for the Lincoln Bulletin Board, email amber.smalley@cvn72.navy.mil.

Around the Fleet



Cybersecurity and Beyond: It Takes a Team

STORY FROM NAVY CYBER DEFENSE OPERATIONS COMMAND PUBLIC AFFAIRS

Cybersecurity is an “all hands on deck” effort to ensure the nation’s networks and systems are protected and defended against those who wish to do us harm. It requires vigilant cyber warfighters from all of our military forces as well as individuals in government, private industry, and academia to defend our interests in cyberspace and ensure the operational readiness of the U.S. Navy’s networks and systems.

Cybersecurity goes beyond individual human behavior. In fact, it takes multiple teams to defend cyberspace effectively. We cannot afford inaction or complacency as cyber threats increase and grow significantly. While cyber adversaries use more sophisticated technologies and methodologies to find their way into our networks, data breaches, phishing, and social engineering have become everyday occurrences. Our complacency can be the adversary’s best asset.

The evolving nature of cyber requires us to shift from a compliance and reactive mindset to a more proactive cyber defense approach. The Navy uses teams of cyber warfighters, who partner and collaborate with our joint forces, government agencies, industry, and U.S. allies, to fight and defend cyberspace around the clock. They look for and assess vulnerabilities on Navy networks and systems, identify threats, and respond to cyber events and incidents.

Additionally, the Navy conducts proactive cyber defense and deploys a small team with a specific cybersecurity skillset to various units across the Fleet to meet cyber operational needs. This dedicated team is trained to enhance the Fleet’s cyber security posture, strengthen our networks and systems, and

ensure resilience and operational readiness all year round. The cyber teams also train the ship’s force in key areas of network security, cyber incident reporting procedures, and recovery and mitigation processes.

Many Sailors and civilians might believe our information online is safe because we create complex passwords or we may even hide behind a firewall. Although these are valuable steps in the first line of defense, below are some additional things to consider – while at home and at sea – that will further enable cyber teams to better defend our networks and systems:

Be Aware of Your Cyber Footprint – If an adversary could (re)create your dossier, using your profile information from various sites as well as your online behavior, what would it look like and how accurate would it be?

Understand Your Cyber Terrain – Do you know all the entry points into your network, systems, or personal devices to include routers, ports, IoTs, and (public) Wi-Fi, and are they protected or secured?

Check for Weekly Updates – Are you vigilant in checking vendor websites for up-to-date information on vulnerabilities and threats related to hardware (e.g. routers, firewalls), software (e.g. Microsoft, Red Hat), and applications (e.g. Outlook, web browsers) that you and your agency utilizes? And more importantly, do you implement the necessary updates?

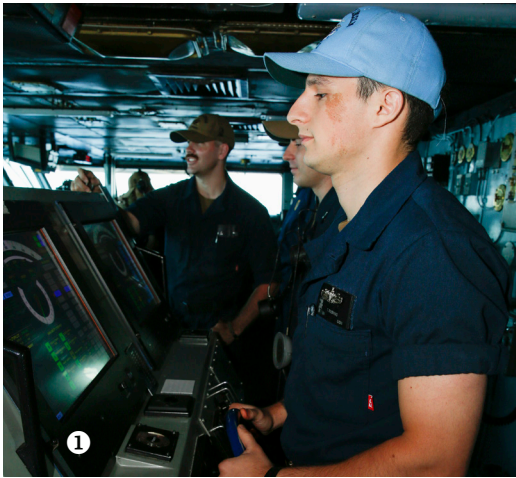
Create a Cybersecurity Culture – Is cybersecurity part of your workspace culture beyond the annual cyber awareness required training? (Be honest!) Do your family members, including those with whom you may

share password information or devices (e.g. children), fully understand the how to protect your information and devices? Is cybersecurity an individual or a team effort at work or at home?

Cyber threats are real, and cyber warfare continues to evolve and become more complex and challenging. Personal responsibility in practicing good cyber hygiene is the first step in cybersecurity. However, we must move beyond the individual online behavior to a more collaborative and team effort in learning more about our adversaries, their tactics and methods so that the Navy and DoD can better defend against them. We may not always have the answers. Therefore, it is vital we continue to partner and collaborate with our joint forces, government agencies, industry, and academia in order to defend cyberspace effectively and ensure the security and resilience of our Navy’s networks and systems.

Since its establishment, FCC/C10F has grown into an operational force composed of more than 14,000 Active and Reserve Sailors and civilians organized into 28 active commands, 40 Cyber Mission Force units, and 26 reserve commands around the globe. FCC serves as the Navy component command to U.S. Strategic Command and U.S. Cyber Command, and the Navy’s Service Cryptologic Component commander under the National Security Agency/Central Security Service. C10F, the operational arm of FCC, executes its mission through a task force structure similar to other warfare commanders. In this role, C10F provides support of Navy and joint missions in cyber/networks, cryptologic/signals intelligence and space.

Making a Master Helmsman



STORY BY MCSA JULIA BROCKMAN
PHOTOS BY MC3 AMBER SMALLEY

It takes many people to keep a ship as large as the aircraft carrier USS Abraham Lincoln (CVN 72) running smoothly and on course.

A helmsman is normally responsible for driving the ship during day-to-day operations. However, during more challenging evolutions a qualified master helmsman is required. Restricted maneuvering evolutions, like pulling in or out of port, transiting straits and conducting replenishments-at-sea (RAS) demand a higher level of training and expertise.

There are three ways to steer the ship: the helm, located on the bridge, and the trick wheel and emergency steering pump, both of which are located in aft steering. The bridge is where all the main operations are run, but in emergency cases or losses of steering, control can be sent back to the trick wheel where there is a helmsmen on watch 24/7. The emergency steering pump is available if both the helm and trick wheel fail.

To even be considered for as trusted a position as master helmsmen, a Sailor must first qualify as basic helmsmen. This requires first qualifying on helm, lee helm, and aft steering. At the helm, in control of the primary steering of the ship. Lee helm controls the speed of the ship while aft steering is the backup steering system at the rear of the ship. Basic helmsmen must successfully pull in and out of port, complete several anchoring evolutions, and maneuver through replenishments as part of their qualifications. The whole process takes around four months to complete.

Out of a crew of more than 5,000, only five Sailors have achieved the master helmsmen qualification: Quartermaster 3rd Class Steven Pettit, Information Systems Technician 2nd Class Zane Stachowski, Seaman Tyler Peachy, Personnel Specialist 2nd Class Jessica Bruenn and Seaman Tyler Rushing.

During Abraham Lincoln's weekly RAS, for which a supply ship comes alongside to transfer supplies, mail, food and fuel. Cables and fuel lines are used under tension, while helicopters transport gear between flight decks. The master helmsmen must keep Abraham Lincoln within 180 feet of the guiding ship, throughout these high-risk evolutions, which can last several hours.

"There's a beauty to it," said Pettit. "There is a lot going on

and you play a vital role in completing the mission as the one driving the ship. It's a once in a lifetime opportunity and I'm lucky enough to do it once a week."

A master helmsmen's expertise is also needed when pulling in and out of port as they maneuver the ship within mere feet of land. The ship must come in at an exact speed and direction to allow a smooth mooring. Moving the ship too soon when pulling out of port could result in lines snapping and possible casualties. It is imperative the master helmsmen is aware of everything happening at the pier and on the ship.

"Every time we do these evolutions, lives are on the line," said Bruenn. "It's an honor that the captain trusts us enough to be able to maintain a steady course."

Out at sea there are times when the Abraham Lincoln needs to transit through highly-congested straits. These high-risk transits require everyone to be alert. Master helmsmen are expected not only to know how to maneuver the Abraham Lincoln through these areas, but also to have quick reactions in case the ship needs to move out of harm's way.

General quarters (GQ) is another instance for which master helmsmen need to make quick movements. When GQ is called, all Sailors go to their battle stations and prepare to fight the ship. A master helmsmen's GQ station is on the bridge driving the ship.

In order to become a master helmsmen, Sailors must prove they are able to think clearly and critically in emergency situations, and work smoothly during high-stress scenarios. The lives of all Sailors onboard rely on their training and quick problem solving.

"It's truly an honor and a privilege to drive arguably the finest warship in the fleet; let alone be considered a master at it," said Pettit.

1 Seaman Tyler Rushing stands watch as a master helmsman during a RAS.

2 Seaman Tyler Peachy (right) stands watch as a master helmsman alongside lee helm, BM3 Austin Kalugyer, during a RAS.

Baptism At Sea

STORY BY MC3 SHANE BRYAN



Navy chaplain Lt. Youree Posey, baptizes AZ2 Ali Gagik on the fantail while out to sea.

PHOTO BY MC3 MICHAEL SINGLEY



The name of a baby who was baptized in the foc'sle is carved into the ship's bell.

PHOTO BY MC3 ALEXIS ROMERO



Navy chaplain Lt. Cmdr. Raymond Adkins, baptizes MA2 Alex Genova on the fantail while out to sea.

PHOTO BY MC3 ALEXIS ROMERO



Navy chaplain Lt. Youree Posey, breaks bread during communion on the fantail before performing a baptism.

PHOTO BY MC3 JEREMIAH BARTELT

Many Sailors use deployment as an opportunity to get into better shape, complete qualifications, or catch up on their favorite video games. At the same time, some Sailors are able to grow spiritually, build their faith and take part in one of the Navy's oldest traditions.

Since the inception of the Navy in 1775, baptisms have been performed aboard naval vessels. During the aircraft carrier USS Abraham Lincoln's (CVN 72) 2019 deployment alone, six Sailors have risen from baptismal waters while out to sea. These sailors used their free time to dig deeper into their own lives and make spiritual changes. The baptisms followed a personal choice made by each individual, after much introspection on their faith.

"Deployment calls us to question different aspects of our life and how we see the world around us," said Lt. Youree Posey, a chaplain aboard Abraham Lincoln. "During these times, we begin to search for meaning and purpose, knowing we cannot solely rely on ourselves to get us through trying times. I believe that in these moments of reflection, God works through the questions we wrestle with, and our interactions with the world around us lead us to God's love."

Baptisms, dating back to 538 BCE, came out of the Jewish faith tradition of making ones self ritually clean via a mikveh (ritual bath). John the Baptist baptized the people of Jewish faith in the river Jordan and used baptism as the central symbol or sacrament of his pre-messianic movement; it was seen as a repentance for

sin. Baptism is a single celebration that conveys several meanings. In Christian faith it is a sign of washing away sin, a sign of union with Jesus' death and resurrection, a sign of the promise of a new birth in Christ, a sign of the promise of the Holy Spirit and a sign of the covenant with God.

Posey said baptisms are deeply personal but profoundly communal. Typically, a baptism is held with family and friends to share in the celebration, but in the absence of that option while deployed, baptisms can still be a shared spiritual experience with shipmates.

"Even though I couldn't have my family out here it was still an amazing experience getting baptized on the fantail of a warship," said Airman Hunter Beck, a recently baptized Sailor assigned to the "Fists of the Fleet" of Strike Fighter Squadron (VFA) 25. "This is where my faith has grown the strongest, so it was only fitting that I would be baptized at sea."

Typically, during a baptism, the ceremony begins with a declaration of God's invitation and promises surrounding baptism, followed by a statement of the church's faith and the specific promises or vows of those being baptized. A prayer of thanksgiving is said, and a petition for the work of the Holy Spirit in the life of the community and of those being baptized is made. The participant declares their faith and is either fully submerged or sprinkled with water in the name of the Father, the Son and the Holy Spirit, and then welcomed into the church with a commitment by the congregation to encourage and support the newly bap-

tized members.

These baptisms are special not just for those being baptized and their families, but for the chaplains performing them.

"It is an exciting moment not just because of what goes on through the waters of baptism, but also knowing it is a life changing experience for the person entering the waters," said Posey. "I am truly honored to be there for this important moment in another's life. It is beautiful to see the welcoming of a newly baptized person into the Body of Christ."

Baptisms are not only for the crew, but for their children as well. While in port, babies of Sailors can be baptized or dedicated with water in the ship's bell and have their names engraved inside. The bell remains with the ship throughout its commissioned service, creating an everlasting bond between the individual and the ship.

While baptisms are one of the oldest traditions in the Navy, leadership constantly works to modernize and add services for every faith.

Abraham Lincoln currently offers services such as Christian Gospel, Islamic prayer service and Jewish holiday ceremonies. When the Chapel is not scheduled for a service it is open and available for prayer, meditation or just a quiet place for a brief retreat.

So Others



May Live

Naval Air Crewmen of the World Famous “Nightdippers”

STORY BY MC3 SHANE BRYAN



Some people get a rush from extreme sports while others get a rush from roller coasters. The Naval air crewmen assigned to the “Nightdippers” of Helicopter Sea Combat Squadron (HSC) 5 get their rush from saving lives and defending their brothers and sisters in arms aboard the aircraft carrier USS Abraham Lincoln (CVN 72).

From underway replenishments to search and rescue operations, air crewmen are essential to the overall mission success of Abraham Lincoln.

“My role onboard is to provide search and rescue efforts for fixed wing flight operations, anyone who might need it aboard the ship, or potentially to another vessel sailing in international waters,” said Naval Air Crewman (Helicopter) 2nd Class Brent Lewis.

Air crewmen provide logistical support for the ship during vertical replenishments (VERTREPS) by guiding pilots as they transfer supplies from one ship to another.

“The pilots depend heavily on us; we are their eyes in the back,” said Lewis. “We are the only crew members with eyes on the load below. On long-haul VERTREPs, the loads will often start oscillating and swinging; we tell the pilots, and they put in corrective inputs to control the load.”

Air crewmen assigned to helicopter sea combat squadrons also perform armed surveillance and reconnaissance, which means they are on the lookout for contacts in the water that could be a threat to the carrier or the strike group. They are poised to report or engage threats if necessary.

With such a variety of operations, air crewmen are required to conduct training nearly every day. Training consists of simulated in-flight scenarios while conducting plane guard watches as well as extensive debriefs after operations. Flying is a way of life; air crewmen go up in the air almost every day to ensure the safety of fixed wing pilots during flight operations, sometimes with as little as 15 minutes to prepare. Because of the unpredictable nature of the job, there is



always a team of crewmen on standby.

Lewis said that his training, ensures he was prepared for his responsibility, and is not a burden. Almost everything becomes second nature to air crewmen due to their extensive training, but there are still challenges to face.

“I would say the most challenging part of the job is the search and rescue operations,” said Lewis. “It is definitely the most physically demanding, and if we are out there doing it, that means that someone is having a very bad day. You never know what you are going to find as

far as survivors go, so we always hope for the best and prepare mentally for the worst.”

While the air crewmen are working hard in the back of the helicopter, the officers piloting often depend on them when things get tough.

“A close working relationship with our rescue swimmers is essential for mission success,” said Lt. Bo Peng, a pilot assigned to HSC 5. “As a junior officer, I often rely on their experience and expertise in complex situations. They are true professionals and are always ready to





put themselves in danger to rescue and protect members of the strike group.”

Commissioned in 1956, then HS 5 flew HSS-1N Sikosky helicopters with a primary mission to deny the enemy’s use of submarines against surface and air targets. Later, the squadron proved that over-water, night operations without any visual reference, were viable for 24-hour, all-weather operations. Due to this trailblazing effort, HSC-5 attained the name “Nightdippers.” The HSC-5 air crewmen continue to keep their strong legacy alive.



“The pilots depend heavily on us; we are their eyes in the back.”

AWS2 Brent Lewis

1

The “Nightdippers” of Helicopter Sea Combat Squadron (HSC) 5 hoist search and rescue swimmers during a training exercise.

PHOTO BY MC3 JEREMIAH BARTELT

2

WS2 Trent McCormack (left) and AWS3 Bill Ortiz stand on the flight deck before a search and rescue training exercise.

PHOTO BY MC3 JEREMIAH BARTELT

3

AWS1 Jordan Bethune watches as the USS Abraham Lincoln participates in a RAS with the fast combat support ship USNS Arctic (T-AOE 8) and the Ticonderoga-class guided-missile cruiser USS Leyte Gulf (CG 55).

PHOTO BY MC2 CLINT DAVIS

4

AWS2 Anthony Dodd, assigned to the “Nightdippers” of Helicopter Sea Combat Squadron (HSC) 5, fires a GAU-21 .50 caliber machine gun during a live-fire exercise.

PHOTO BY MC2 CLINT DAVIS

5

AWS1 Rob Crouch assigned to the “Nightdippers” of Helicopter Sea Combat Squadron (HSC) 5.

PHOTO BY MC3 AMBER SMALLEY

P STAL

Providing Sailors With A Little Piece Of Home

STORY AND PHOTOS BY MC3 AMBER SMALLEY

Mail call, mail call! During deployment, receiving a care package is a way for Sailors to get a taste of home. Aboard the aircraft carrier USS Abraham Lincoln (CVN 72) a small division of seven Sailors provides their shipmates with a piece of home one cardboard box at a time.

The routine out to sea can seem like groundhog's day, but receiving mail can break up the repetition. Many Sailors compare receiving mail to receiving gifts on Christmas. From snacks to a resupply of needed items, mail call is an eagerly awaited time of the week to step back and appreciate the little things.

"In postal we get to raise Sailor's morale," said Logistics Specialist 2nd Class Joshua Dodson, a postal clerk aboard Abraham Lincoln. "You can tell the difference as soon as we get mail out. Receiving mail really makes a Sailor's day immediately better."

The logistics specialists who work in postal are dedicated to accountability when it comes to mail delivery.

"I am extremely proud of the effort that our Sailors in postal put in to getting mail on and off the ship," said Chief Logistics Specialist Jennifer Lassen, leading chief petty officer of the post office. "They do hard work day in and day out to bring morale to Sailors without expecting to receive the thanks they deserve."

Because mail goes through a long process, involving several larger Navy supply channels, before arriving aboard Abraham Lincoln, it takes longer to arrive than personal mail received on shore. All U.S. mail shipped to FPO AE addresses goes through Chicago O'Hare International Airport (ORD) to the closest Fleet Mail Center (FMC) per the current Mail Routing Instruction (MRI). The ship's post office continuously updates the MRI through-

out deployment to let the head postal distributors at FMC Yokohama know where Lincoln is and where its shipping needs to go. Specific details included in these confidential naval messages include what AOR Lincoln is operating in, when RASs are scheduled, and when and where port visits will be.

FMC Yokohama and the Fleet Mail Routers use that information in conjunction with transportation routes, available lift capacities and transit times to every port worldwide, to determine the most expedient path for packages to take. FMC Yokohama uses other FMCs strategically placed across 6th, 5th and 7th Fleet AORs to warehouse and distribute that mail. (FMCs are located in Sigonella, Rota, Naples, Bahrain, and Yokohama.) Material is then taken from the FMC and sent via Carrier Onboard Delivery (COD) or to an in-port replenishment (INREP) location for a scheduled RAS.

Space permitting, mail is loaded onto CODs first, but that determination is made based on critical parts and passengers that are required onboard before the next RAS opportunity. If there are a lot of parts and passengers, mail gets sent from Bahrain to Jebel Ali (in most cases), where supply ships load out parts and mail for the next RAS. These INREPs are usually completed a few days prior to the actual RAS. Thus, material that gets to Jebel Ali on a Thursday may not make it to the ship until the following RAS, almost a week later.

The mail routers have to lean forward to ensure the mail does not lag behind us so we can receive it at every available opportunity. The ship's schedule and any delays and extensions do throw wrenches into logistics movement as mail has to be sent days or a week in advance to meet the ship in the next AOR or at the

next RAS event or port visit.

"Waiting for mail is a great opportunity to exercise patience," said Lt. Andrew Stillerman. "Most people see only a palette count on RAS days, but in reality, getting mail onboard is a logistical orchestra playing its finest concerto. After understanding this process, Sailors can respect everything postal goes through to receive mail for their shipmates."

During a RAS, qualified mail orderlies help sort and deliver mail to their departments which lessens the load for postal. During this deployment's largest RAS, 311 tri-walls of mail were transferred to Abraham Lincoln.

"After the RAS, mail orderlies leave with their department's mail, and we take the rest down to the post office and sort through it," said Dodson. "We do a lot of research to figure out who the mail goes to if the mail is not labeled properly or if it is damaged."

Additionally, on a routine basis, Sailors who work in postal carry heavy purple bags filled with packages up six steep ladder wells to the flight deck and load them into a C-2A Greyhound from the "Rawhides" of Fleet Logistics Support Squadron (VRC) 40.

"I think most Sailors don't realize we get mail more regularly than just RASs," said Logistics Specialist 3rd Class Matthew Cowden. "It is a daily job of ours to sort through the incoming mail and call 'mail call' over the 1MC (the ships announcing system). Most of our mail orderlies help during our weekly RAS, but the biggest challenge comes when we need them to pick up their department's mail or when we receive mail with incorrect labels."

Postal also receives quite a bit of mail for Sailors who have left the command and whose information has changed. Hours are spent doing research with their directory cards, and if

all other avenues are exhausted, they even reach out on Facebook to figure out where the mail is supposed to be forwarded. For this reason and to prevent delays, it is important for all Sailors to ensure their address and information remains up to date.

"We often lose sight out here of our impact because we are not boots on ground, but watching the postal clerks work reminds me that we are out here supporting something bigger than the ship," said Lassen. "It makes me proud to see the postal clerks out here making a positive difference to the Sailors aboard Abraham Lincoln while we are out here serving our mission."

Through a process that begins long before packages are ordered or birthday cards sent, Abraham Lincoln's postal team stays hard at work to maintain delivery channels and to keep Sailors connected to loved ones. They are and happy to contribute to morale onboard and thankful for the help from all other departments involved in this process.

Proper Address Format

Last, First, M.I Rate/Rank

USS ABRAHAM LINCOLN CVN 72

UNIT 100349 BOX __ DIV __

FPO AE 09520



1 Mail orderlies sort mail in the hangar bay during a replenishment-at-sea.

2 LS3 Ashanni Davis receives mail from YNSN Dominic Dublin.

3 LS2 Darryl Watson (left) and LS2 Joshua Dodson sort mail.



Underway Hours

MON - SAT:

0930 - 1100

1300 - 1600

1800 - 2000

Shipmate Contribution

Featuring Sailors & Ink

Nana Limbo

Short story and photo by MC1 Huey D. Younger Jr.

Nana Limbo stepped out from the veil of midnight. Her floating body eclipsed the full moon behind her – so much so that even the wolves didn't know to howl.

Gazing sorrowfully at the rural village below, she sighed and the trees swayed in the chilly breeze of her autumn breath.

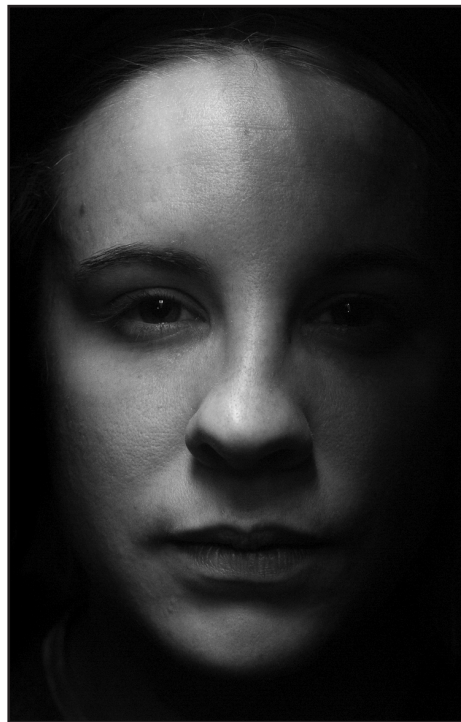
The bells from the hillside church tolled, alerting the residents that someone had died. It was time for Nana Limbo to pick up another child from life's nursery and carry him home in her cradle-grave arms.

Nana Limbo, you see, was not able to rear children of her own, for she was cursed into creation as an elderly woman. That is why, millennia ago, she made a pact with her sister, Lady Death, who promised Nana infinite children, but with one condition: She could only claim them after they fulfilled their destiny set by their younger sister, Mother Life. Thus began the cycle of birth and death in the world of the living.

Just as newborns scream at Mother Life when they are forced from the comfort of creation's womb, so too do the deceased yell at Nana Limbo when life goes into labor and delivers them to her. That's how she got her nickname, "The Wicked Mother."

It pains her that those she adores see her as a fiendish demon whose motive is to reap their harvested joy. Nevertheless, when they open their spirit eyes and see her for the first time, they are comforted as she soothes them by singing the sweet melodies of their life's memories, preparing them for the Great Beyond.

Nana Limbo reminds us to appreciate life and live it fully so that when it comes time for her to sing our song, it will be a beautiful, harmonious symphony.



COMMAND CLIMATE ASSESSMENT

THE COMMAND CLIMATE ASSESSMENT IS A VOLUNTARY SURVEY THAT IS TAKEN ONLINE. THE QUESTIONNAIRE FOCUSES ON ORGANIZATIONAL EFFECTIVENESS, PERCEPTIONS OF DISCRIMINATION AND SEXUAL HARASSMENT, AND SEXUAL ASSAULT PREVENTION AND RESPONSE. THIS IS YOUR CHANCE TO VOICE YOUR CONCERNS!

Games

ACROSS

- 1 Sounds of surrender
- 6 1922-91 initials
- 10 Extra inches
- 14 A patriarch of the Israelites
- 15 S O S, basically
- 16 Film treasure hunter Croft
- 17 Q: "Can I write a poem and an essay?"
A: "___"
- 20 Meet stick
- 21 Tight hold
- 22 What Alabama cheerleaders often request
- 24 Matt's replacement on "Today"
- 26 Candymaker H.B. ___
- 27 Yearned (for)
- 28 Tracy Marrow's stage name
- 32 German article
- 33 Author of the line "It means Luca Brasi sleeps with the fishes"
- 34 Actualities
- 36 Q: "Is that snack bar known for good burgers?"
A: "___"
- 41 Common place for a car's name, once
- 42 Hunchbacked film character
- 44 Night that "77 Sunset Strip" aired for most of its run, Abbr.
- 47 Popular game console
- 48 Skill on display in "Kill Bill" movies
- 50 Synopsis
- 52 Conspirator's agreement
- 54 Part of a pick up line?
- 55 Name on both sides of the Equator
- 58 Pledge
- 60 Q: Should you call that stopover between Liverpool and Belfast a peninsula?"
A: "___"
- 64 Fiddler on the reef
- 65 Duds
- 67 Joker
- 68 Detail, in brief
- 69 Auguries

DOWN

- 1 Consideration at the Party Gates
- 2 Prefix with -bar
- 3 Chickpea
- 4 "Made you look!"
- 5 Haying tool
- 6 Topple
- 7 ___-pitch
- 8 Member of a Macedonia minority
- 9 Like signatures of William Shakespeare
- 10 Certain S O S
- 11 Whipped
- 12 Provoke
- 13 British sausage
- 18 It might be set with candles
- 19 Kitt who played Catwoman
- 22 Tour de France high point
- 23 Something drawn when landing on a yellow square in Pictionary
- 25 On-demand flier
- 28 Van ___
- 30 Brink
- 31 Verb ending in old verse
- 34 Hard or soft menu items
- 35 Exterior
- 37 Fad teddy bear name of the 1980s
- 38 Retreat
- 39 Holder of dozens upon dozens
- 40 Loose change "collector"
- 43 Steak coating
- 44 Swiss money
- 45 Sea sucker
- 46 Metaphor for death in a Eugene O'Neill play
- 48 Small relative of an elephant bird
- 49 World Heritage Site grp.
- 51 Sultans and shieks, usually
- 53 News inits. since 1996
- 56 Camels, e.g. for short
- 57 Rush-rush
- 59 Diploma display, for short
- 61 Live
- 62 Wimple wearer
- 63 Some inning enders, in brief

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Guess Who?

Hometown: Pico Rivera, Calif.

Years of Service: 15 years

One thing people don't know about me:

I don't understand most of the acronyms people on the ship use in daily conversations.

What I do onboard: Multiple things, but most see me herd cats.



Answer can be found on the bottom right corner of back page

COMARADERIE

AWR2 Carl Appel gives a high-five to
AE2 Kristin David on the flight deck .

PHOTO BY MCSN MOHAMED LABANIEH

