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JULY 18 - JULY 31, 2022



RIMPAC WRAP-UP
P. 9

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COVER

Ships sail in formation during Exercise Rim of the Pacific (RIMPAC) 2022, July 28.

PHOTO BY MC3 Aleksandr Freutel

ESWS

1. HOW MANY PUMPS DOES LIST CONTROL HAVE?

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

2. WHAT COLOR IS THE QUEBEC (BOAT RECALL) FLAG?

- A. RED & YELLOW C. BLUE & WHITE
- B. BLUE D. YELLOW

3. WHAT IS THE 3MC USED FOR?

- A. AVIATORS' ANNOUNCING C. DAMAGE CONTROL
- B. GENERAL ANNOUNCING D. FLIGHT DECK ANNOUNCING

4. HOW MANY RAM MOUNTS ARE THERE?

- A. 1 C. 2
- B. 10 D. 6

ANSWERS

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

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

LINCOLN BULLETIN BOARD

JULY 18 - 31



Ask the DRC

By Nandranie 'Nan' Busjit-Bhalai, Deployed Resiliency Counselor

Q: Am I stressed or am I experiencing burnout?

A: Stress is short-term and situational. Usually, when we are experiencing stress we can point to a cause and feel the reaction happening in the body. As a natural part of life, we will encounter stressors daily with our bodies designed to respond in kind. Generally, stress is not necessarily a bad thing however, can become a problem when it is chronic, unmanaged, overwhelming, or leads to burnout. Burnout is cumulative and generalized. Burnout builds up over time and is an experience that usually has multiple causes or underlying factors. The difference can be described as stress can be more like a sharp pain and burnout can be more like an exhausting dull ache. Regardless, it's a signal that something is needed. With stress, take action to address the stressor and the stress response. With burnout, find, understand, and address the underlying cause of the ache. This process can take time, patience, and compassion.

In spite of being different experiences, we can experience burnout and stress at the same time. Although being burned out and simultaneously stressed out is difficult, this is not an impossible situation. In fact, your experiences with stress can help you better understand your experience of burnout, and addressing burnout can help decrease stress. Guess what we can start with? Observing and experimenting. The skill of observing your experiences, taking a moment to notice and assessing your situation and engaging with self-care using a variety of techniques/practices to see what works for you, as you live your life with awareness and compassion is the healthiest approach.

You may submit your questions, concerns or topics of interest via email to the DRC at DRC@cvn72.navy.mil.



HEALTH *with* LT WIPPERMANN

Did you know that you can eat more and weigh less? It's true! It all depends on the types of foods you consume. Research has shown that it is not the number of calories that you ingest but the amount of food which causes you to be full. What are some fill-you-up foods? Fruits, veggies, black/red beans, chicken breast, grilled salmon, popcorn (plain or light butter variety) and whole wheat bread, to name a few. Alternatively things like bacon, full-fat cheeses, chips and crackers will give you calories without making you satisfied and should be consumed in moderation.

Another factor of weight management is mindful eating and assessment of your hunger rating scale. These help us to not over eat. The scale starts at one (very hungry) and goes up to 10 (totally stuffed: think Thanksgiving). The five is the happy middle — neither completely stuffed nor hungry. We want to eat until we are not hungry anymore, which is around that five level. Pushing past the five consistently can prove a problem for weight management. Eat slowly (allowing the brain to catch up with your body's 'fullness' level), chew each bite 5-10 times, drink water in between bites, and enjoy eating! For additional weight management information, please see your medical

*Reference: Navy and Marine Corps Public Health Center

THE PENNY PRESS

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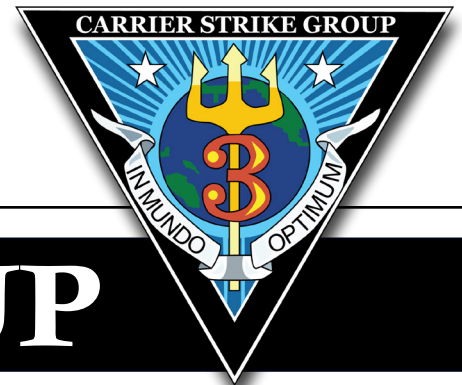
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Around the STRIKE GROUP



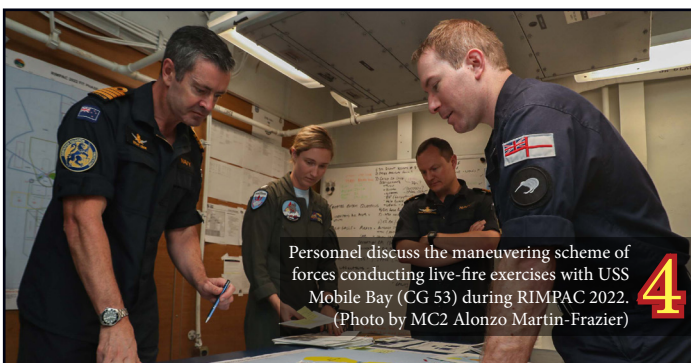
GMSN Strole and GM3 Garcia-Herrera prepare to fire a shot line during a replenishment-at-sea. (Photo by MC2 Alonzo Martin-Frazier) **1**



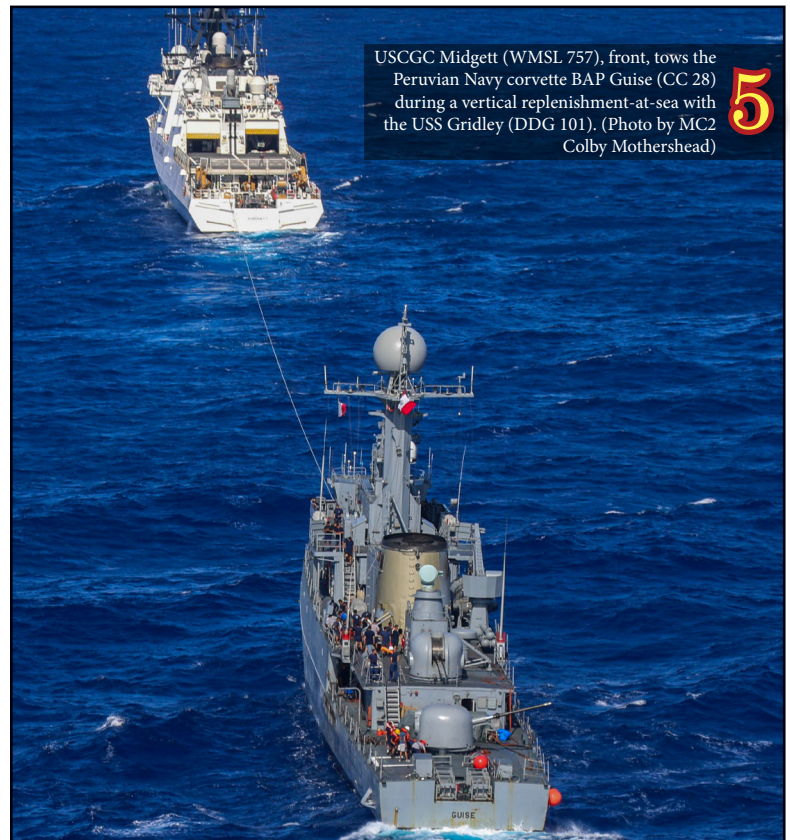
Sailors handle lines aboard USS Mobile Bay as the ship departs from Joint Base Pearl Harbor-Hickam. (Photo by MC2 Alonzo Martin-Frazier) **2**



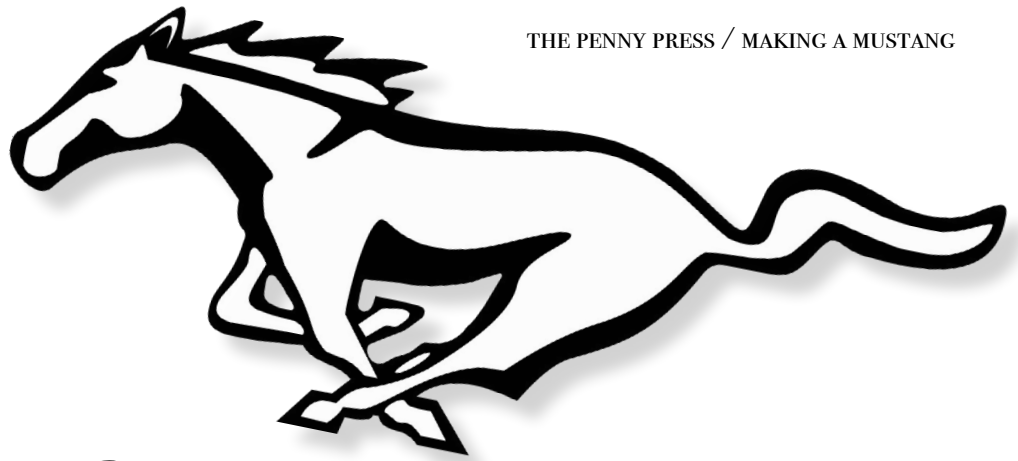
Sailors present chocks and chains to an MH-60R Sea Hawk during a vertical replenishment. (Photo by MC2 Colby Mothershead) **3**



Personnel discuss the maneuvering scheme of forces conducting live-fire exercises with USS Mobile Bay (CG 53) during RIMPAC 2022. (Photo by MC2 Alonzo Martin-Frazier) **4**



USCGC Midgett (WMSL 757), front, tows the Peruvian Navy corvette BAP Guise (CC 28) during a vertical replenishment-at-sea with the USS Gridley (DDG 101). (Photo by MC2 Colby Mothershead) **5**



THE MAKING OF A MUSTANG

STORY BY MC₃ IAN THOMAS

Yeoman 1st Class Cassondra Jaycox stands outside of an office, nervous, her palms sweating as she goes over her answers and does some last-minute studying. Despite all of the nerves, there remains that steadfast confidence, a steely look in her eyes, and a fire in her soul. She knows, that this is her mission, and that once she set her mind to it, she will achieve it. She will become a Mustang, an enlisted Sailor who joins a commissioning program to become an officer in the U.S. Navy.

"I had to receive my commanding officer's endorsement, submit a personal statement, and go to interviews," said Ensign Cassondra Jaycox, who is now USS Abraham Lincoln's (CVN 72) Personnel Officer. "The interviews were intense, because I picked people that would not simply write me a favorable review because they worked with me previously. A captain and a few commanders sat on the board. I was really nervous, standing outside the door and shaking. I wanted to impress them, and it was nerve-wracking."

Long before Jaycox began putting together a package, she was a Yeoman 2nd Class, trying to complete her degree and see what was next in life. However, a mentor that changed the course of her life soon appeared.

"I had a great admin limited duty officer (LDO) in my first command, and he's a mentor of mine to this day," said Jaycox. "I was doing homework one day at lunch, and he asked me what my plans were. I told him I just wanted to get my degree and finish my contract, and he asked if I knew that I could commission as an officer."

As the conversation continued, Jaycox's mentor explained that her degree in human relations could lead her to a career in the Navy.

"He sat me down, and we looked at the options available," said Jaycox. "At the time, I was working on a bachelor's degree in business management, with a focus on human resources. I learned about limited duty officers, and the potential to utilize my passion for administration to become an admin LDO."

Although her first attempt at commissioning was not successful, it led her to meet even more influential people who helped her in her goal of becoming a Mustang. More than that, it solidified her drive.

"I applied for Officer Candidate School (OCS) at my four-year mark, but did not get in," said Jaycox. "Afterwards, when I transferred to Washington, D.C., I met a lot of admin LDOs, people that really took an interest in me and helped push me in the right direction. They made sure my career was on the right path for what I wanted to do."

Although there were plenty of individuals who supported Jaycox, there were many who doubted her as well. Luckily for Jaycox, the doubt only pushed her to strive for greatness with greater and greater tenacity.

"I was told that I wouldn't make chief, and I wouldn't commission, simply because I hadn't been out to sea yet," said Jaycox. "But that didn't stop me. Nobody was going to tell me what goals I could, and could not, achieve."

Her unwavering determination soon paid off, as she was able to leverage the experience she gained since her last attempt in her next attempt at commissioning.

Chief Yeoman Jaycox commissioned in her eighth year of service, as an admin LDO.

"I submitted a package right before my eight-year mark, and here I am, loving it," said Jaycox. "I loved what I was doing as a yeoman. I love the administrative part of things, and that's why I decided to wait until I could commission as an LDO, to ensure I'd still be doing what I loved."

As a newly-commissioned Mustang, Jaycox used her prior experience as a Yeoman to enhance her more recent training as an officer.

"My main focus is administrative, as LDOs are very specific in their duties," said Jaycox. "With my yeoman background, I do a lot of what I used to do as an enlisted Sailor, but more on the managerial side. The personnel side has been a new experience for me, because I was a yeoman and not a personnel specialist (PS)."

As a Mustang, Jaycox always carries the knowledge of what it means to be an enlisted Sailor, and uses that to help her in assisting her Sailors and accomplishing the mission.

"I don't think I would be the officer that I am today



“KEEP PUSHING FORWARD. IF COMMISSIONING IS YOUR GOAL, YOUR VISION, THEN KEEP YOUR EYES ON THAT PRIZE. BUT WHEN YOU GET TO THAT GOAL, DON’T STOP THERE. CONTINUE TO REACH FOR BETTER THINGS.”
- LT. CMDR. BOYKIN



Ens. Jaycox receives her combination cover during a Chief pinning ceremony. (Courtesy photo provided by Ens. Jaycox)



Ens. Jaycox swears in as an officer. (Courtesy photo provided by Ens. Jaycox)



if I did not experience the Navy as a junior Sailor,” said Jaycox. “As a mustang, you have a better understanding of your enlisted team, because you were there. You were the E-1 or E-3, on the deck plates, getting the job done and working with leadership. That hands-on experience makes a difference.”

Jaycox, who started out as a seaman recruit at boot camp like many Sailors aboard Abraham Lincoln, holds the rare distinction of spending time as a junior enlisted Sailor, a chief and as a commissioned officer.

“I’ve had experience as a leading petty officer, in the Chiefs Mess, and now in the wardroom,” said Jaycox. “I remember feeling that sometimes, leadership didn’t quite understand our position. Now, I go into the wardroom and advocate for those

that are in the same place that I once was. You can relate to the junior Sailors more easily, because you were one of them not long ago.”

Lt. Cmdr. Gloria Boykin, Abraham Lincoln’s Admin Officer, had similar experiences, years before Jaycox had enlisted.

“I wanted to be part of a change,” said Boykin. “As a legalman (LN), I did a lot of research in cases, rights and laws. I spent a lot of time working with my chain of command to ensure they had the right information. But I didn’t have a voice in that role, I was just there to give people the answers they needed.”

Boykin often found herself frustrated when faced with a lack of understanding from those who could not relate to her situation.

“When I was enlisted, I remember

some officers would come in from different backgrounds, different communities,” said Boykin. “They truly did not understand what it was like to study for an advancement exam, have collateral duties, come to work every day for hands-on jobs, and then also raise a family. It was frustrating, working for someone who did not understand what it was like to be in my shoes.”

Now, as the admin head of department aboard Abraham Lincoln, Boykin puts her past experience to use as she strives to not only get the mission accomplished, but to be there for her Sailors as well.

“To me, being a mustang means that I am there to work for my Sailors,” said Boykin. “I know my Sailors would say that they work for me, but I like to say that I work for them. I work for them in that I am their voice in the wardroom. I am there to show them that there is a way to achieve their goals, to be somewhere greater than they are right now. I want to give my Sailors someone that they can look up to, knowing that it can be done, and that I understand what they are going through.”

Jaycox, who benefited from a positive role model similar to Boykin, often shares her passion for her new role with her peers.

“You meet so many great people, and talk about your experiences as a junior Sailor and the transition from enlisted to officer,” said Jaycox. “I love it. I say that a lot, but I truly love what I do. You never take anything for granted.”

Jaycox doesn’t shy away from displaying her enlisted heritage, or conversing with her junior Sailors about her path from seaman recruit to ensign.

“You’ve worked hard, to go from

E-1 to O-1,” said Jaycox. “I proudly wear my silver enlisted surface warfare specialist and enlisted aviation specialist pins, because I worked very hard to earn them. I see the reaction from Sailors who are caught off guard by my silver pins when I’m in uniform, asking me why pins are silver when I am an officer, and I gladly tell them the story.”

Jaycox also has advice to share for those looking to follow in her footsteps, or strike out on a commissioning path of their own.

“My biggest advice is to keep working hard,” said Jaycox. “I was told that I wouldn’t commission without leading Sailors at sea, but that didn’t stop me. I worked really hard in every position I earned, and I took those challenging billets, taking on more and more responsibility. I made myself stand out. Do your research, set your goals, and keep working towards them.”

Jaycox, who has dealt with negativity and pessimism from others throughout her career, also has advice when the mission to commission appears impossible.

“Don’t let people put you down, or tell you that you can’t do this or that,” said Jaycox. “Prove them wrong. One of the things I said at my commissioning speech was don’t let anyone stand in your way. The cynics will try to bring you down all day and tell you that you can’t achieve your goals. I say ‘challenge accepted’, and I will work even harder to get to my goal.”

After many years as a mustang, Boykin also has some time-tested



Lt. Cmdr. Boykin reviews paperwork in her office. (Photo by MC3 Ian Thomas)

advice for those looking to make the transition.

“Keep pushing forward,” said Boykin. “If commissioning is your goal, your vision, then keep your eyes on that prize. But when you get to that goal, don’t stop there. Continue to reach for better things.”

Jaycox echoes Boykin’s statements, and encourages those aspiring to commission with some words of inspiration.

“Keep pushing towards your goals, and keep working hard,” said Jaycox. “It’s worth it, the hard work is worth it. Do not give up.”

For those looking to commission, more information can be found in OPNAVINST 1420.1B, or by speaking with a mentor about the various paths to commission, such as the U.S. Naval Academy, Officer Candidate School (OCS), limited duty and warrant officer programs, and the Seaman to Admiral (STA-21) program.

Chief of Naval Operations travels to RIMPAC, meets with exercise participants

Story by From Chief of Naval Operations Public Affairs, NAVY.MIL

Chief of Naval Operations Adm. Mike Gilday traveled to Hawaii, June 20-23, to visit participants of the Rim of the Pacific Exercise (RIMPAC).

Gilday visited several U.S. and partner nation ships, where he spoke with Sailors and observed the ongoing exercise.

“RIMPAC is the premier international maritime exercise and the largest multinational exercise,” said Gilday. “The complex warfighting exercise in this unique training environment across all combat domains strengthens our ability to work together, hone our skills, and foster trust among nations.”

“Building interchangeability among like-minded Allies and partners demonstrates our solidarity, RIMPAC truly demonstrates the value of maritime partnership,” he added.

While on Oahu, Gilday met with U.S. Indo-Pacific Commander Adm. John Aquilino and U.S. 3rd Fleet and RIMPAC 2022 Commander, Vice Adm. Michael Boyle.

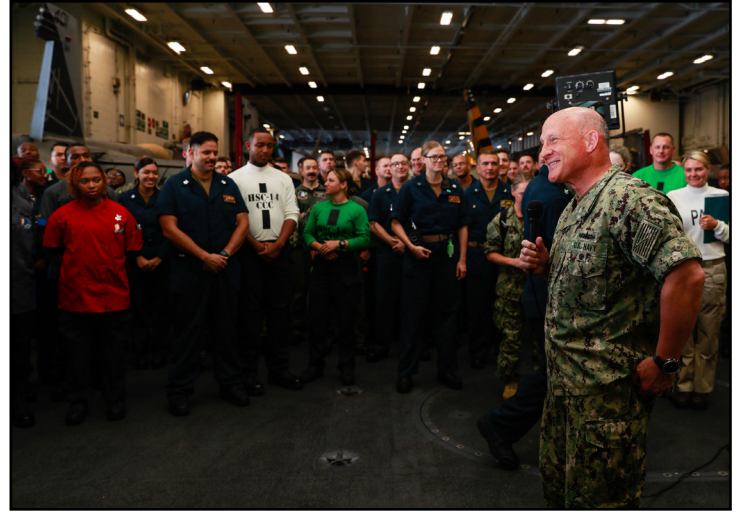
Gilday also spent multiple days underway aboard ships participating in the exercise. He visited USS Essex (LHD 2), USS Abraham Lincoln (CVN 72), Japan Maritime Self-Defense Force helicopter destroyer JS Izumo (DDH-183), and the Republic of Korea (ROK) Navy amphibious assault ship ROKS Marado (LPH 6112), to thank Sailors, meet with leadership, and observe the exercise first-hand.

“We are joined together by like-minded navies and nations that believe the oceans need to be free and open,” Gilday explained to ROK Sailors aboard the Marado. “The global economy floats on seawater. It takes the commitment of many nations and peoples to protect our security and sustain our shared prosperity.”

Gilday met with Commander of Combined Task Force (CTF) 176, Republic of Korea Rear Adm. Sangmin An, when he was aboard Essex. Additionally, he met with vice commander of Combined Task Force for RIMPAC, Japan Maritime Self-Defense Force Rear Adm. Toshiyuki Hirata while aboard the Izumo.

“Complex combined operations drive readiness, build confidence, and enhance interoperability among a diverse and highly capable international team,” said Gilday. “We are joined in our commitment to maintaining a free and open Indo-Pacific.”

Unmanned systems are being used in different ways from humanitarian assistance to high-end warfighting. This year, more than 30 experiments were planned using multiple unmanned platforms from U.S. and partner nations.



Chief of Naval Operations Adm. Mike Gilday traveled to Hawaii, July 20-23 to visit participants of the Rim of the Pacific Exercise (RIMPAC). (Photo by MC3 Kassandra Alanis)

“We need to continue to put ourselves in a position where we can scale and really make unmanned assets on, below and above the sea an important part of the fleet,” said Gilday. “Unmanned systems provide Sailors with cutting edge capability now and into the future.”

He added, “It’s no longer a luxury. It’s a necessity if we want to operate in a distributed manner.”

A noteworthy first in RIMPAC is the integration of unmanned platforms, artificial intelligence capabilities, and manned-unmanned teaming concepts into Task Force operations.

“Integrating these nested unmanned technologies, in a distributed warfighting posture, during live-fire sink exercises absolutely help mature our concept of operations as well as inform our understanding of which technologies are the most combat capable,” said Gilday.

In its 28th iteration, the biennial event is the world’s largest international maritime exercise, providing a unique training opportunity to foster and sustain cooperative relationships critical to ensuring security on the world’s oceans. Capabilities exercised during RIMPAC range from disaster relief and maritime security operations to sea control and complex warfighting.

This year, twenty-six nations, 38 surface ships, four submarines, nine national land forces, more than 30 unmanned systems, approximately 170 aircraft, and more than 25,000 personnel participated in RIMPAC.

This was Gilday’s first time attending RIMPAC as CNO.



Fadi Mansour, left, and Eyad Aburahama, right, Al Jazeera Network, record a news report as an F-35C Lightning II makes an arrested landing on the flight deck. (Photo by MC3 Aleksandr Freutel)



Chief of Naval Operations Adm. Mike Gilday reenlists Sailors in the hangar bay. (Photo by MC3 Cassandra Alanis)

RIMPAC



The Secretary of the Navy Carlos Del Toro speaks with Sailors and Marines on the mess decks. (Photo by MC3 Javier Reyes)



Leaders from the Abraham Lincoln Carrier Strike Group welcome leaders from the Republic of India. (Photo by MC3 Cassandra Alanis)



Capt. Bauernschmidt and Capt. Callaway answer questions from international news outlets during a press conference. (Photo by MC3 Cassandra Alanis)

- 26 NATIONS
- 200+ DISTINGUISHED VISITORS
- 4 SUBMARINES
- 38 SURFACE SHIPS
- 25K PERSONNEL
- 170+ AIRCRAFT



Distinguished visitors observe flight operations on the flight deck.
(Photo by MC3 Michael Singley)



Adm. Mike Wahl, middle, gives military leaders from Australia, Japan and Canada a tour of the hangar bay. (Photo by MC3 Kassandra Alanis)



Chief of Naval Operations Adm. Mike Gilday has lunch with Sailors on the mess decks.
(Photo by MC3 Kassandra Alanis)



Distinguished visitors observe an EA-18G Growler make an arrested landing on the flight deck.
(Photo by MC3 Michael Singley)



Capt. Gordon Tait, Royal Canadian Air Force, plays bagpipes during a foreign object debris walk down in the hangar bay. (Photo by MC3 Javier Reyes)



(Photo by MC3 Javier Reyes)



(Photo by MC1 Debra Daco)



(Photo by MC3 Dylan Lavin)

(Photo by MC3 Dylan Lavin)



PHOTOEX



(Photo by MC3 Aleksandr Freutel)



(Photo by MC3 Ian Thomas)



(Photo by MC3 Aleksandr Freutel)



(Photo by MC3 Aleksandr Freutel)



LS Warriors



STORY BY MCSN VICTORIA ARMSTRONG

Every day, logistic specialists aboard USS Abraham Lincoln (CVN 72) oversee the post office to ensure smooth and efficient mail operations that provide Sailors and Marines a much-needed morale boost and peace of mind throughout deployment.

The post office is the link between the crew and their family and friends, providing the means to send and receive professional and personal correspondence. Sending a package from the ship to the U.S. is a different process than at a stateside post office. Some of the key differences are that customs forms are required and all of the edges around the box need to be taped.

"You could literally be holding someone's future in your hands," said Logistics Specialist 1st Class Justin Chavez, the post office's leading petty officer. "We give the mail the respect it

deserves and we treat all of it according to the regulations and with the understanding that this is a service necessary to the ship."

Certain things can't be mailed nor received onboard such as baby wipes, weapons and other contraband. Packages containing contraband will be confiscated and the sender will be notified by security.

Replenishments-at-sea (RAS) are the most demanding evolution for the post office. A lot of planning is required to synchronize all of the departments involved.

"A RAS evolution takes a lot of coordination and planning because it's not just mail," said Chief Logistics Specialist Sreedas Nair. "There's also food and parts. It's a full supply evolution. We have to incorporate all of those elements for the ship to continue

its mission. That's the whole premise behind a RAS."

When it comes to retrieving the mail, an email is sent out requesting a working party. Mail orderlies are trained in a specific job and assist the LSs during the RAS.

"Once that training is done, which is usually a day prior to the RAS, they know their positions and they're ready to execute," said Nair. "When the mail comes down on the elevator, they move it over to where we're posted, and they start breaking down the mail."

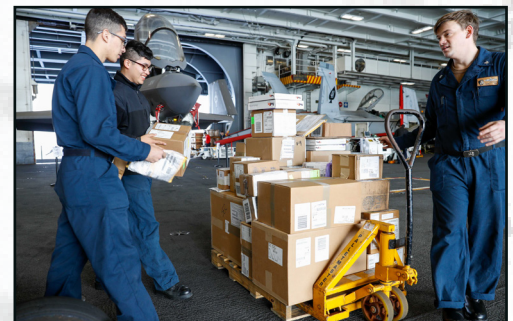
There's a three-step process when receiving mail. First, the LSs stamp the mail with an all-purpose date stamp. Then they scan the mail with a part and tracking reporter scanner. This transfers data to the packaging service and lets them know that the package has been received onboard. The final step is



Sailors process mail in the hangar bay during a RAS. (Photo by MC3 Aleksandr Freutel)



LSSN Hickam stores inventory. (Photo by MC3 Aleksandr Freutel)



Sailors organize cargo in the hangar bay during a RAS. (Photo by MCSN Jett Morgan)



LSSN Vasquez transports cargo in the hangar bay during a RAS. (Photo by MC3 Kassandra Alanis)

sorting all the mail. The LSs sort every piece of mail into each individual division and department. Once that's done, they announce mail call over the ship's announcing system, and departmental mail orderlies come and sign for their respective department.

"The post office onboard the ship operates like any other post office in the civilian sector," said Chavez. "We are governed by the United States Postal Service, so it's a separate government entity that controls how we operate."

However, unlike civilian or shore post offices that would normally gradually get mail overtime, the post office onboard receives lots of mail all at once.

So far this deployment, Abraham Lincoln received approximately 1.4 million pounds of mail. Whenever a RAS is executed, 30 to 50 qualified mail orderlies from every department and a 65 personnel working-party are the essential link to ensuring the proper dissemination of mail.

"It takes a toll on the body and mind," said Logistic Specialist 3rd Class Guillermo Bruss. "Seeing people open their mail and get excited is the best part. I don't even do this for me, I do it for them."

The logistics specialists who man Abraham Lincoln's post office work hard to ensure mail is delivered properly. Whenever the commanding officer says we're getting a certain number of pallets, everyone gets excited.

Receiving a package during mail call is an exciting time for any person on the ship. Care packages from friends and

family can significantly increase morale on deployment because it's a physical reminder of home.

"Getting mail is definitely a highlight of deployment," said Yeoman 2nd Class Monique Powell. "I feel like a kid on Christmas. I'm always very excited to see all the snacks, goodies and special notes from my parents and family."

For anyone trying to mail anything, Nair recommends they use flat rate boxes and the boxes that are in the post office because they're already registered in the system and are cheaper.

Additionally, Sailors and Marines should be thorough on how they package certain items when mailing them. For example, fragile items, such as glass, should be packaged into fiberboard boxes and individually wrapped in plastic or padding to separate the item from container surfaces. Instructions on how to properly mail certain items is displayed outside of the post office.

If you have questions about your mail, the post office is open from Monday to Saturday, 9 a.m. to 12 p.m. and 1 p.m. to 6 p.m.



Sketchy Sailors

STORY BY MCSN VICTORIA ARMSTRONG

USS Abraham Lincoln (CVN 72) is filled with artists of various rates and rank. For many Sailors and Marines, art is a way to destress, express themselves and boost morale on the ship.

On a previous deployment aboard USS Carl Vinson (CVN 70), Aviation Boatswain's Mate (Equipment) 2nd Class Brodrick Antoine sat in the hangar bay sketching a portrait of his wife. Suddenly, Sailors began to gather around him. Impressed with what they saw, a few approached him requesting he draw a portrait for them. After that day, more and more Sailors came to Antoine, and over time, he became known for his art.

"What I like most about drawing portraits is the expression," said Antoine. "Capturing the emotions that person is going through in my artwork gives me the most satisfaction."

Antoine found his passion for art when he was only seven years old. Creating art relieves stress and allows him a moment to himself while on deployment.

He's hoping to spread his passion for art onboard Abraham Lincoln by creating an art program available to the whole crew.

"An art program will show our pride in where we work and what we do," said Antoine. "Hopefully



ABE2 Antoine's sketch recreation of a Sailor's deployment homecoming. (Courtesy photo provided by ABE2 Antoine)

"It's my
greatest
masterpiece
because it
created a
relationship of
love."
-LS1 Tano



ABE2 Antoine poses with a sketch portrait of celebrities Pharrell Williams and Helen Lasichanh. (Courtesy photo provided by ABE2 Antoine)

we can put up art that represents this deployment, what we've accomplished and the Sailors and Marines that are a part of it."

Antoine is currently working on a 5-foot by 3-foot portrait of his wife, his 1-year-old daughter, his 6-year-old son and himself. It's his proudest work.

"For most of my work, I have to impress my wife," said Antoine. "She's the final approval for everything, and now I'm doing a portrait of us as a piece for her. It's definitely my most prized possession."

Logistics Specialist 1st Class Malerie Tano, who met Antoine at her previous command, specializes in drawing portraits. She also likes painting, photography, video and anything that captures the soul's expression, according to Tano.

Tano said telling stories is her passion, and she uses art to do so. She likes drawing portraits, because she likes capturing human features, so that her subjects can see how beautiful they truly are.

"A lot of people have insecurities," said Tano. "Knowing that I can grab something from someone, and put it on paper for them to look at themselves and know that they are beautiful is a good feeling."

In 2006, Tano drew a picture of a fellow shipmate's baby while they were on deployment. Most of her works are not finished due to her short bouts of expression, but this piece was actually finished and signed. She regards this work as her proudest work.

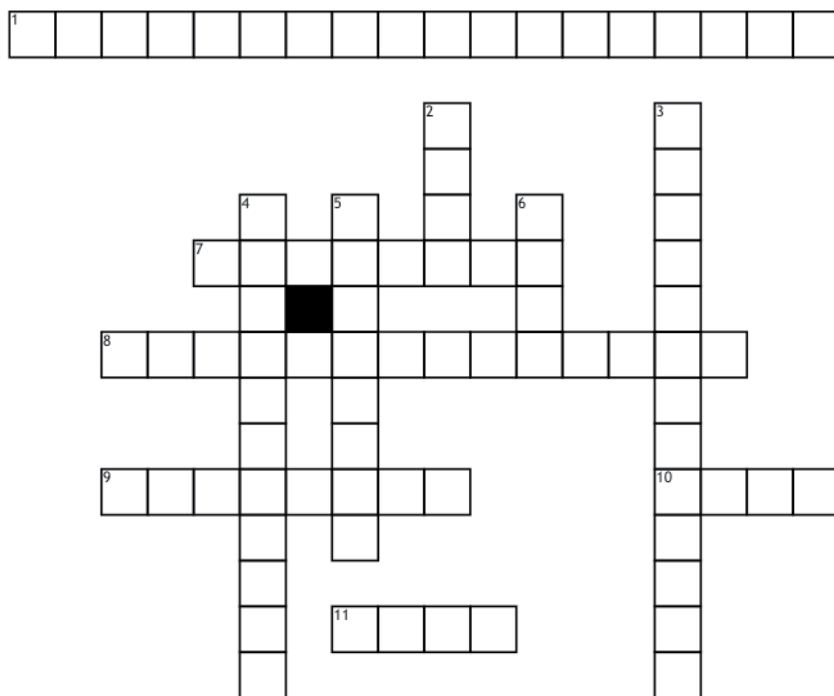


A mural of basketball player Kobe Bryant, painted by ABE2 Antione. (Courtesy photo provided by ABE2 Antione)

“It’s my greatest masterpiece because it created a relationship of love,” said Tano. “Because of that picture, even his son knows who I am, so it created a connection. Knowing that they kept this picture for years is very heartwarming.”

Antoine and Tano are both currently working to implement an art program, named the Prestigious Art Committee Pac, onboard Abraham Lincoln. The Prestigious Art Committee Pac will consist of interactive events, such as mural paintings and designing patches, jerseys and coins to provide Sailors and Marines a creative outlet during their time aboard the ship. So far, the proposal for the art program has been routed up the chain of command. Art program meetings are held every Sunday at 2000 in the forward mess decks. If you are interested in joining them, speak with Antoine at J:4370 or email Tano at malerie.tano@cvn72.navy.mil.

Hawaii



Across

1. college in Hawaii (very obvious)
7. Hawaii's governor
8. What region is Hawaii in?
9. most popular city
10. State animal for Hawaii
11. The year Hawaii gained statehood to the U.S.A

Down

2. One of the Hawaiian islands
3. state nick name
4. Our current president from Hawaii
5. state flower
6. state bird

FUN FACTS!

- You can hear a blue whale's heartbeat from over two miles away.
- The moon has moonquakes.
- The world wastes about one billion metric tons of food each year.

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