

VOLUME 33, ISSUE 13

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AUG. 1 - AUG. 11, 2022



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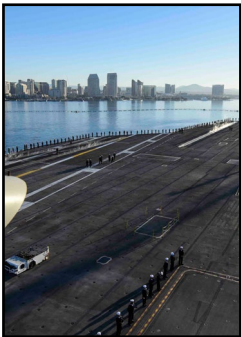
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p. 16 Sailors prepare to chock and chain a CMV-22B Osprey on the flight deck.  
PHOTO BY MC3 JAVIER REYES



## COVER

Sailors man the rails as USS Abraham Lincoln deploys from San Diego, Jan. 3, 2022.  
PHOTO BY MC3 KASSANDRA ALANIS

## ESWS

1. WHOSE PERMISSION DO WE NEED TO LAY MINES?
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- B. 3                                      D. 4

ANSWERS

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2. C  
3. A  
4. B

To request an input for the Lincoln Bulletin Board, email [mediaproduction@cvn72.navy.mil](mailto:mediaproduction@cvn72.navy.mil).



# LINCOLN BULLETIN BOARD

Aug. 1 - 11



## Ask the DRC

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

### Q: How do I respond to microaggressions? (Part three)

**A:** Ask the following questions: Did the microaggression really occur? Was it deliberate or unintentional? Should I respond to this microaggression and if so, how?

#### Steps to take:

Pause and take a deep breath. Do not act with anger. Decide when and if you want to respond. Assume there is no malicious intent. Focus on the event and not the person. Actively listen. Discuss your feelings about the impact of the incident. Document the incidents to look for patterns to take formal action.

If you choose not to address the interaction directly, process your experience with an ally who will help validate your experience or express yourself in a creative manner. Colleagues witnessing microaggressions can speak up when they see inappropriate behavior. Avoid being sarcastic, mocking or arrogant.

#### Coping with Microaggressions:

Self-protect. Strategically emphasize commonalities with others while de-emphasizing their difference or avoid the common intersectionality between work and personal life, in other words don't share too much about your life.

Support networks. Have a circle of trusted advisors or a mentor. Self-care, seek therapy, engage in physical exercise, prayer, or meditation.

Forgiveness. It is important to move past the microaggression made towards you. Harboring anger and animosity towards a colleague will inevitably affect your working relationship and your productivity.

You may submit your questions, concerns or topics of interest via email to the DRC at [DRC@cvn72.navy.mil](mailto:DRC@cvn72.navy.mil).



## A word from the ship's Psychology Officer

By Lt. Cmdr. Ann Hummel, Psychology Officer

*"Some things are in our control, and others are not. Things in our control are opinion, pursuit, desire, aversion, and in a word, whatever are our own actions. Things not in our control are body, property, reputation, command, and, in a word, whatever are not in our own actions." Epictetus, Enchiridion.*

Epictetus, 55-135 CE, found that Stoicism (a form of common-sense, street-wise philosophy at the time) helped him cope with significant suffering in his own life and that which he observed in the world. Stoics found that distinguishing between what is within our control and what is not reduced suffering. This delineation is both effective and psychologically healthy.

**Efficacy.** Attending to what we can control is pragmatic, as our choices are limited to that anyhow. Awareness of how our beliefs influence our emotions and behaviors helps with making healthy, wise decisions. We are more likely to fully consider consequences, risks, and benefits of our choices when we have insight about our thought processes.

**Psychological health.** Expectations of having control over that which we do not truly control is likely to lead to emotions such as frustration, disappointment, anger, anxiety, and despair, and related behaviors. Attending to what is realistically within our control is more likely to lead to thoughts and behaviors that are a better match for our circumstances, and result in decreased distress.

THE PENNY PRESS  
USS ABRAHAM LINCOLN

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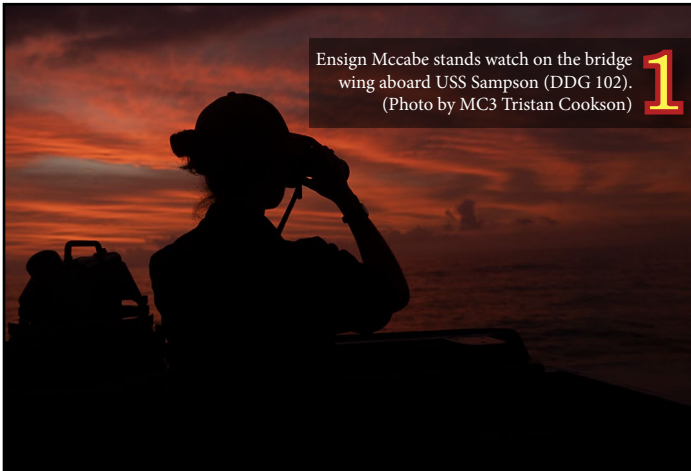
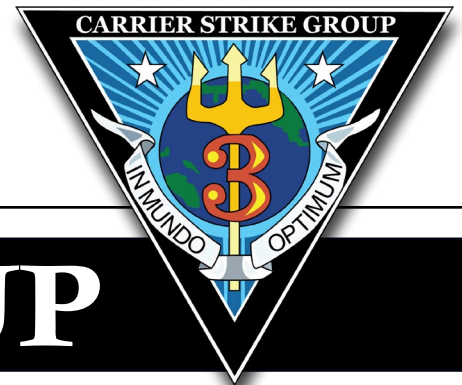
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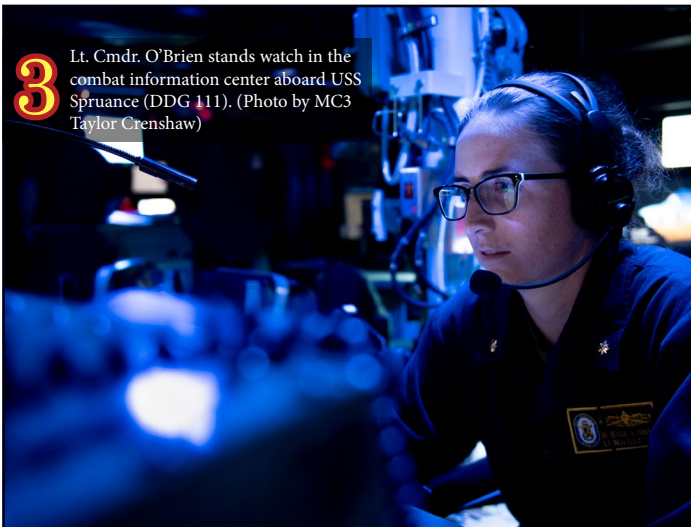
# Around the STRIKE GROUP



Ensign McCabe stands watch on the bridge wing aboard USS Sampson (DDG 102). (Photo by MC3 Tristan Cookson) **1**



**2** DC1 Rosengreen observes a damage control drill on the flight deck of the ship. (Photo by MC3 Taylor Crenshaw)



**3** Lt. Cmdr. O'Brien stands watch in the combat information center aboard USS Spruance (DDG 111). (Photo by MC3 Taylor Crenshaw)



USS Sampson (DDG 102) conducts a fueling-at-sea with Royal Australian Navy HMAS Supply (A 195) during RIMPAC 2022. (Photo by MC3 Tristan Cookson) **4**



MMC Bryan shoots an M9 handgun during a live-fire weapons qualification on the flight deck aboard USS Gridley (DDG 101). (Photo by MC2 Colby Mothershead) **5**



# RIMPAC maritime exercise ends as China flexes its naval might around Taiwan

Story by STARS AND STRIPES, Wyatt Olson

The massive Rim of the Pacific maritime exercise ending Thursday in Hawaii serves to deter escalation by China's military, even as its navy conducted live-fire drills around Taiwan, the commander of U.S. 3rd Fleet said Wednesday.

Navies from 26 nations took part in RIMPAC for the past month with 38 ships, four submarines, 170 aircraft and roughly 25,000 personnel, primarily in waters near Hawaii and several drills in Southern California.

"By coming together, I do believe it's a deterrent to anyone who would try to challenge the current rules-based order that has made us so prosperous as part of a free and open Indo-Pacific," Vice Adm. Michael Boyle, commander of 3rd Fleet and RIMPAC, told reporters during a conference call Wednesday.

"By coming together as this group of nations, we're not just talking about being like-minded; we are demonstrating it. We are the manifestation of like-minded nations by sending, by committing, forces and the money that it takes to have us come together here in Hawaii."

China commenced military exercises Thursday involving its navy and air force in six zones surrounding Taiwan in response to a visit to the island by Speaker of the U.S. House of Representatives Nancy Pelosi.

China regards Taiwan as a breakaway province that must be brought under Beijing's control at some point.

RIMPAC's rewards to participants are already manifest, said Boyle, who was joined on the call by Royal Canadian navy Rear Adm. Christopher Robinson, the exercise's deputy commander.

"I think the biggest lesson from this RIMPAC was our focus on being more adaptable and so having a less scripted program and a less scripted design," Boyle said.

Scripted scenarios enhanced training between tactical units on ships, submarines and aircraft, he said.

But the exercise took a looser form during its latter days, putting leaders face to face with the unpredictability of a real crisis, he said.

"The last five or six days of the exercise was really a little bit of free play, and by 'free play' I mean we let the environment and those who were acting as hostile forces in the exercise determine how the scenario would unfold," Boyle said.

"That gave an opportunity for all the forces to have to kind of think it through: I don't know what's going to happen today or tomorrow. That type of learning will make us better postured to handle any kind of situation, whether it's a humanitarian assistance/disaster response scenario, all the way up to some sort of crisis to where we're looking for each other's help."



South Korean amphibious assault vehicles head toward the beach as a U.S. Marine Corps CH-53E Super Stallion flies overhead at Marine Corps Base Hawaii during RIMPAC, July 30, 2022. (Dillon Anderson/Royal New Zealand Navy)

Robinson highlighted other achievements:

- South Korean Rear Adm. Sang-min Ahn commanded RIMPAC's amphibious task force, a first for that nation.
- Singapore navy Col. Kwan Hon Chuong served as the sea combat commander, also a first for that country.
- Australia's amphibious ship HMAS Canberra embarked two U.S. Marine Corps MV-22 Osprey aircraft for the full duration of the exercise.
- Royal Malaysian navy ship KD Leskir conducted its first live missile firing outside Malaysian waters.
- First embedded use of the MQ-9A and MQ-9B unmanned aerial drones.

Boyle touted the level of integration made by the U.S. Navy's four unmanned surface vessel prototypes: Sea Hunter, Seahawk, Nomad and Ranger.

"In this RIMPAC we really did not worry about the unmanned systems by itself," Boyle said. "We did not worry about collisions. We did not worry about losing control. We did not worry about it operating within the formation of other ships for extended periods of time. So that shows how mature unmanned systems have become."

"So, for the U.S. Navy, that means we will now look to which ones are best of breed, which ones we might fund, and how they might be integrated into the force moving forward," he said. "So, I think we're beyond the question of will they ever be here; they're definitely going to be here. RIMPAC allowed us to mature the technology."

## TIGERS

## IN

## TOW



STORY BY MC3 IAN THOMAS

A grin grows across the face of an older gentleman as he watches the color guard parade the colors, a callback to his youth when he himself hoisted the ensign. The thundering roar of an F/A-18F Super Hornet jet, assigned to the "Black Aces" of Strike Fighter Squadron (VFA) 41, shakes the body of a young girl who harbors dreams of being a naval aviator. A mother and father watch with intense pride as their son suits up in firefighting equipment to fight the ship, the culmination of a legacy in their family going back generations. What do all three of these people have in common? They are embarked guests known as "Tigers" on Abraham Lincoln's (CVN 72) 2022 Tiger Cruise, and they are here to see their friends and family work wonders at sea.

For these Tigers, and their sponsors aboard Abraham Lincoln, a fantastic series of events are about to unfold, as they get to watch their daughters, sons, fathers, mothers and friends do what they do on a daily basis to protect freedom and the American way of life.

Mass Communication Specialist 3rd Class Aleksandr Freutel, an aerial cameraman aboard Abraham Lincoln, had the honor of bringing his younger brother and a family friend aboard who previously served as a combat aviation mechanic in the Air Force during Desert Storm.

"Being able to see my younger brother standing next to me on a warship is incredibly surreal," said Aleksandr Freutel. "It's a very unique opportunity

for him to experience something that very few people outside of the military ever have."

Aleksandr Freutel's younger brother, 15-year-old Ethan Freutel, plans to join the military, and was ecstatic to learn that he would have the opportunity to come aboard Abraham Lincoln for a week and see what his older brother does.

"I was pretty excited to hear that I could go see my brother on his ship," said Ethan. "I wasn't sure what to expect but



Embarked guests pose for a group photo on the flight deck. (Photo by MC3 Michael Singley)



since I arrived, I've seen some incredible things. Watching planes take off from the flight deck and seeing all of the Sailors work together to get the job done has been an amazing experience."

For Aleksandr Freutel, this was an excellent opportunity to show his brother, the next in a long line of service members in his family, what to expect when he enlists.

"I'm a fourth generation Sailor, and my brother plans to join once he's old enough," he said. "I brought my brother to show him what I do when I'm out to sea. Being here gives him a unique perspective that few people have before they join, even if they come from a military family."

Aleksandr Freutel's other Tiger is a close family friend, U.S. Air Force and Army veteran Eric Paulsen, who worked as a mechanic on combat aircraft and often shares his love for all things military aviation.

"It's been really exciting being onboard the Lincoln," said Paulsen. "Just being on the flight deck was awesome. I am fascinated by military aircraft, it was like walking around in a living museum. Just being around the aircraft brings me back to my years working with aviation, and at the same time I'm amazed at how advanced things are. I love it, and it's incredible to be out here and see the aircraft, and those who operate and maintain them, first hand."

However, all of the inspiration in people's eyes and the memories shared with their family members hasn't come easily. There was a lengthy, and at times stressful, process to ensure that these Sailors and Marines could have the chance to share this once-in-a-lifetime opportunity with their loved ones.

"Usually we would have about six months to plan for a Tiger Cruise," said Lt. Caleb Derrington, primary "Tiger" coordinator. "We pulled it off in 60 days. For all of the 653 Tigers on board, we worked hard to ensure they had the best possible experience."

Abraham Lincoln's Command Master Chief, Command Master Chief Joel "Rod" Rodriguez, was also a coordinator for the Tiger Cruise, and played a major role in the planning and execution of the Tiger Cruise.

"There were certainly difficulties in the details," said Rodriguez. "We had to answer questions like, 'What will we do with so many people for six days?' The planning took two



Sailors, Marines and embarked guests play cornhole during a steel cave picnic in the hangar bay. (Photo by MC3 Cassandra Alanis)

**"Seeing all of the Sailors  
and Marines work together  
to get the job done has been  
an amazing experience."  
- Ethan Freutel, Tiger**



Aircraft, assigned to Carrier Air Wing (CVW) 9, fly over USS Abraham Lincoln (CVN 72) during an air power demonstration for embarked guests. (Photo by MC3 Cassandra Alanis)



months, covering everything from the initial details, to making sure the needs of every Tiger were met. Creating a great plan for thousands of people, Sailors, Marines and Tigers, was the most difficult part. Lincoln Nation came together and made it all happen.”

Rodriguez also remarked on why such a massive and detail-intensive

operation was so important, not only to the Tigers, but to their loved ones onboard.

“Tiger Cruise is an exceptional opportunity to display what we do each and every day to our family and friends who may have never had the chance to see these things first hand,” said Rodriguez. “It gives context to

our conversations, emails and phone calls that are sent to loved ones back home. It also gives those who are here with us a story of a lifetime to tell. Additionally, our Sailors and Marines get to enjoy the company of their loved ones while traveling home, and it doesn’t get better than that. We know that they will spread the word of how



proud and thankful they are of their Sailor or Marine and what they do, not just for our Navy, but for our country.”

Freutel, one of the many Sailors who has benefited from the planning and execution of the Tiger Cruise, cherishes the opportunity to serve as a role model for his younger brother, and give him a true-to-life view of

what it means to serve.

“I like to think that I make a positive difference serving as someone that my brother can look up to,” said Freutel. “The ability to show the people that I care about the things that I do on a daily basis is very rewarding, and it’s truly the experience of a lifetime. I’m unbelievably grateful for the chance

to share what I do in the military with my family. It means the world to me to see my little brother grin when a F-35C Lightning II roars by. This is an experience that none of us will ever forget, and always cherish.”



# ABE'S 2022 DEPLOYMENT

## Memorable Moments



SUPERBOWL SUNDAY



MIDWAY REMEMBRANCE



STEEL BEACH PICNIC





The Abraham Lincoln Carrier Strike Group (ABECSG) returns home Aug. 11, marking the end of a seven-month deployment to U.S. 3rd and 7th Fleet area of operations.

After departing their homeport in San Diego, the ABECSG conducted dual carrier operations in the South China Sea with the Carl Vinson Carrier Strike Group to demonstrate the U.S. Indo-Pacific Command's ability to deliver a powerful maritime force with a combined 14,000 Sailors and Marines.

While underway for 220 days, ABECSG will have sailed over 65,000 nautical miles conducting deterrence and presence operations and multinational exercises, including maritime security operations, integrated training between surface and air units, long-range maritime strike, anti-submarine warfare, information warfare operations, maritime interdiction operations, personnel recovery, air defense operations, multiple ship navigation, formation maneuvering and refueling-at-sea operations.

"Abraham Lincoln Sailors have worked exceptionally hard during this dynamic deployment and should be proud of their accomplishments," said Capt. Amy Bauernschmidt, commanding officer of Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72), the strike group's flagship. "It is incredibly humbling to serve alongside these professionals and observe their dedication

to the mission. Every day of our seven month deployment, this talented crew displayed grit, resilience and professionalism in the execution of their jobs. Their hard work made the difference as we operated alongside joint and combined forces to ensure a free and open Indo-Pacific."

The ABECSG is the first carrier strike group to deploy with a U.S. Marine Corps F-35C Lightning II squadron, Marine Fighter Attack Squadron (VMFA) 314, and the second to deploy with a Navy CMV-22 Osprey squadron, Fleet Logistics Multi-Mission Squadron (VRM) 30. During the deployment, Carrier Air Wing (CVW) 9, embarked aboard Lincoln, executed more than 21,307 fixed-wing and helicopter flight hours comprising of 10,250 sorties, 8,437 launches and 8,487 aircraft arrestments.

While deployed, the strike group operated in some of the most heavily navigated waters of the Indo-Pacific including the South China Sea and the Philippine Sea. The strike group successfully completed deterrence operations and exercises alongside the Japan Maritime Self-Defense Force and multiple joint forces over the course of the year.

Notable exercises included joint exercise Valiant Shield in June 2022, and bilateral exercises Noble Fusion in February and Jungle Warfare in March, both with the Japanese Self-Defense

# DEPLOYMENT





Force, and, most recently, the ABECSSG trained alongside 26 participating nations during Exercise Rim of the Pacific (RIMPAC) 2022 in July.

"Over the past seven months, the Abraham Lincoln Carrier Strike Group served as a flexible and dynamic response option for emergent threats and demonstrated its commitment to partners and allies in the Indo-Pacific region," said Rear Adm. J.T. Anderson, commander, Carrier Strike Group (CSG) 3. "Our strike group conducted a myriad of joint and combined missions and exercises. With RIMPAC as our final deployment exercise, it is clear how significant our relationships are with our allies and partners how impactful every single Abraham Lincoln Carrier Strike Group Sailor and Marine has been since we departed in January."

The strike group operated alongside other strike groups including the Ronald Reagan Carrier Strike Group, led by Nimitz-class aircraft carrier USS Ronald Reagan (CVN 76); and the Essex Amphibious Ready Group, led by Wasp-class amphibious assault ship USS Essex (LHD 2).

The ABECSSG consists of Lincoln (CVN 72), embarked staffs of CSG-3, CVW-9 and Destroyer Squadron (DESRON) 21; Ticonderoga-class guided-missile cruiser USS Mobile Bay (CG 53), and Arleigh Burke-class guided-missile destroyers USS

Fitzgerald (DDG 62), USS Gridley (DDG 101), USS Sampson (DDG 102) and USS Spruance (DDG 111).

The squadrons that make up Carrier Air Wing Nine (CVW) 9 are fighter attack squadron (VFA) 41, VFA 151 and VFA 14; VMFA 314; VRM 30; electronic attack squadron (VAQ) 133; airborne early warning squadron (VAW) 117; helicopter sea combat squadron (HSC) 14; and helicopter maritime strike squadron (HSM) 71.

Carrier Strike Group 3 provides a combat-ready force to protect and defend the collective maritime interests of the U.S. and its regional allies and partners. Collectively, the Abraham Lincoln Carrier Strike Group consists of more than 6,000 Sailors and Marines, capable of carrying out a wide variety of missions around the globe.

An integral part of U.S. Pacific Fleet, U.S. 3rd Fleet leads naval forces in the Indo-Pacific and provides the realistic, relevant training necessary to flawlessly execute our Navy's role across the full spectrum of military operations—from combat operations to humanitarian assistance and disaster relief. U.S. 3rd Fleet works together with our allies and partners to advance freedom of navigation, the rule of law, and other principles that underpin security for the Indo-Pacific region.

# WRAP UP

STORY BY USS ABRAHAM LINCOLN PUBLIC AFFAIRS





**During deployment  
USS Abraham Lincoln  
(CVN 72) worked  
alongside Japan. CVN  
72 also worked heavily  
with New Zealand,  
Australia, Canada and  
Peru during Exercise  
Rim of the Pacific 2022.**

**JAPAN**

May 20-26



**REPUBLIC OF THE  
PHILIPPINES**

March 25-29

**Seven photo exercises**

- Dual Carrier Operations
- Noble Fusion
- Jungle Warfare
- Japan Maritime Self-Defense
- Force bilateral
- Valiant Shield
- Noble Partner/Group Sail
- RIMPAC

**Two demo exercises**

- Long Range Demo Yellow Sea
- Long Range Demo near USS  
Lexington





# HAWAII

June 28-11 July  
August 2-5

A total of 23 tours were held on CVN 72 with 6,805 participants in total and more than 6,505 of them from the tour conducted in Hawaii during RIMPAC.

With a total estimate of 300 distinguished visitors, 232 being at sea, 45 were part of Media, 50 of them during RIMPAC, 14 in Manila, one in Guam, three from Republic of Korea and Japan Maritime Self-Defense Force.

## Seven press conferences

- California for departure
- Guam
- Manila
- Yokosuka
- Pearl Harbor twice
- California for Return

## Two receptions

- Manila
- Pearl Harbor

# GUAM

March 2-7

# CALIFORNIA

Departure: January 3  
Return: August 11





# PICS OR IT DIDN'T HA

STORY BY MC<sub>3</sub> ALEKSANDR FREUTEL

**T**he U.S. Navy is a 247-year-old institution with a rich history, full of conflicts, heroism and traditions. There is one rating responsible for documenting and sharing the key moments of history with the world — the mass communication specialist (MC).

Onboard USS Abraham Lincoln (CVN 72), MCs document operations and engage with the crew on a daily basis.

“Our day-to-day mission is creating

products, generally featuring the Sailors and Marines aboard the ship,” said Mass Communication Specialist 3rd Class Ian Thomas. “We record nearly everything on the ship through photos, videos or written articles. It’s rewarding to see smiles on someone’s face when they get a photo taken, a photo that they can then send home to their families. There are a lot of talented and dedicated Sailors aboard. It’s our job to highlight their hard work.”

Every MC is a fully trained photographer, videographer, journalist, graphic designer and public affairs representative. MCs learn their trade over a 27-week period at the Defense Information School at Fort George G. Meade, Md. All graduates are fully capable of Operational Task (OPTASK) Visual Information (VI) gathering, writing accident/incident reports, conducting self-contained official interviews and creating storytelling packages, complete





MC3 Fultz, center, trains MC3 Alanis on the role of a VIPER Navigation Recorder. (Photo by MC2 Louis Lea)



Mass Communication Specialists record photo and video of a contact during a VIPER drill. (Photo by MC3 Michael Singley)

with photo and video.

MCs are responsible for all studio portraits, taking photos for screening packages and official pictures. In Main Media, MCs execute mass print jobs for every department on the ship and create infographics to alert the crew to new events. Media department produces a daily newspaper that features events off the ship, a bi-weekly magazine and a TV special called "The Four Score Report" that highlights events throughout the

month. Finally, MCs document every official shipboard ceremony, general quarters, flight operations, investigations and mishaps, search and rescue exercises and multi-ship photo exercises.

MCs not only capture the daily operations at-sea but also special moments underway that can be shared with family and friends back home.

"Knowing that I can give someone a [digital] keepsake from their first promotion or their last reenlistment

means the world to me," said Thomas. "When I go on a photoshoot, it's much more than an assignment, it's an opportunity to make someone's day by capturing them at their absolute best."

MCs attached to ships are also responsible for documenting potentially dangerous interactions with ships and aircraft while at sea. To accomplish this, the ship employs the OPTASK Visual Information Personnel team, better known as VIPER team.



“Visual information is a no-fail mission designed to capture and document unsafe, unprofessional or nefarious activities at sea, on land and in the air,” said Ensign Gabriel Wahl, the deputy visual information officer and sea operational detachment officer in charge aboard Abraham Lincoln. “These interactions help us win the battle of the narrative to counter propaganda and disinformation. It is important for the VIPER team to record the entirety of the interaction to document and display the truth to the public.”

Navy units are required to document potentially unsafe and or unprofessional interactions at sea or in the air. To meet this requirement, the VIPER team is called away to gather photo and video evidence. An unsafe interaction is a situation where our ship or our Sailors are at risk. An unprofessional interaction is when a ship is not following the international rules of the road that describe how vessels should operate at sea. It can pose a serious challenge, but every MC has the training and the skills to accomplish the VI mission.

“One of the most notable real-life VIPER events was when Abraham Lincoln transited the Strait of Hormuz during our 2019 deployment,” said Mass Communication Specialist 2nd Class Joel Mundo, a VIPER training team member. “We were in the 5th Fleet area of operations, and we encountered a ton of Iranian drones, planes and



MC3 Thomas, left, and MC3 Carley distribute welcome aboard pamphlets during RIMPAC 2022. (Photo by MCSA Karli Wilkerson)

small boats that tried to provoke a response from us. It was extremely important to record all the interactions so we could accurately depict the story to the public.”

In the Navy, MCs weren't always such multitaskers. Originally, the tasks of an MC were split up between four different rates — illustrator draftsman (DM), journalist (JO), lithographer (LI) and photographer's mate (PH). They all merged July 1, 2006, to create the modern-day mass communication specialist. The Navy initiated the merger to improve efficiency, support optimal manning and better align the rating with commercial industry practices.

Anyone aboard interested in learning more about Media department and the services they provide are encouraged to review LINCONSINST5728.01, Media department's support services instruction. Main Media has studio portrait signups, and print and photo request forms available during shop hours, from Monday through Saturday 9:00 a.m. to 11:00 a.m., 2:00 p.m. to 4:00 p.m. and 8:00 p.m. to 10:00 p.m. Additionally, Isolated Personnel Reports (ISOPREP) are available in Main Media on Tuesday and Thursday from 9:00 a.m. to 11:00 a.m. and 2:00 p.m. to 3:00 p.m. Sailors interested in becoming a member of VIPER team can attend VIPER training every Friday at 1:00 p.m. in Main Media.



MC3 Contreras glue binds paper for a print job. (Photo by MC3 Kassandra Alanis)





Sailors unload cargo on the flight deck. (Photo by MCSN Julia Brockman)

# OPERATION OSPREY

STORY BY MCSA KARLI WILKERSON

**T**he crew aboard USS Abraham Lincoln (CVN 72) depends on a small team to transfer personnel and vital supplies to support the mission, this is the air transfer office (ATO).

The ATO consists of a Navy operations officer and enlisted logistics specialists (LS) that organize and transport personnel and cargo with CMV-22B Ospreys, assigned to the “Titans” of Fleet Logistics Multi-Mission squadron (VRM) 30, from ship to ship, ship to shore and vice versa. Every day, rain or shine, they coordinate flights, review air transfer requests and operate on the flight deck. The daily duties of these Sailors range from flight operations to mission essential maintenance to administration tasks that all support our warfighting readiness.

“The cargo we deliver is usually passenger bags, high priority parts that keep airplanes flying or critical ship pieces that keep the ship performing at maximum efficiency,” said Logistics Specialist 1st Class Nicholas Martin, a member of the ATO team. “We deliver cargo not just for Abraham Lincoln, but for the strike group as well.”

Supplying high priority items in a mannerly amount of time isn’t possible without carrier onboard delivery (COD) operations. Supplies can take up to two or three weeks to get to the ship, but with the diligent ATO

team, they can arrive in less than three days. Delivering supplies quickly to the ship is mission essential.

“Without ATO there wouldn’t be COD operations, and no COD operations would cripple quite a few things,” said Martin. “Jets would not be able to fly as well as they are able to, and the ship would have to pull into port more often for maintenance and requisite parts.”

Operating in a dynamic, deployed environment can be challenging due to everchanging schedules. Factors, such as inclement weather and unknown dimensions of a high priority part, can cause delays with the delivery. The ATO team has learned to be very flexible with their schedules.

“Our job is not to look at a task and say it’s impossible,” said LT. Andrew Douglas, the officer in charge of the ATO team. “It’s to say, that’s a tough situation but how can we make this work?”

The ATO can move up to 7,500 pounds of cargo in one flight, and the passenger capacity can vary from one to 22, depending on the configuration of cargo and personnel.

“I have a small team of LS’s that do all of the work here and they make it all happen,” said Douglas. “My favorite part about the job is working with a bunch of people that are very talented at what they do.”



Without having several expert teams working in tandem behind the scenes, the COD mission would be much more challenging.

“We work with the operations/OC division, VRM-30, the “Chargers” of Helicopter Sea Combat Squadron (HSC) 14 and divisions within supply department,” said Martin. “The post office down in S-1 sends representatives when we have material being moved either on or off the ship.”

The ATO does their best to help personnel get home as quickly as possible when they are on emergency leave, ensuring that person is the top priority for flights leaving the ship.

“Sometimes people flying off the ship are leaving for unfortunate reasons, such as personnel who need emergency leave,” said Martin. “The best part for me is being able to help them get off the ship, so that they can go be with their loved ones.”

The ATO is also essential to supporting embarkations of distinguished visitors. Visitors can be senior military members from the United States, prime ministers, senators, or military members from foreign countries.

“When the COD comes, we try to make leaving the aircraft as smooth as possible,” said Douglas. “After the visitor expresses their gratitude and says goodbye, we escort

them and their gear straight to the flight deck, so they don’t have to worry about anything.”

Every morning the flight schedule is given to VRM-30, to let them know how many flights are coming and going including priority flights such as the ones scheduled by the ATO. VRM-30 will be greeted on the flight deck by the ATO team when one of their flights has landed or is about to depart.

“The ATO is a great asset to our ship, they help by managing the logistics side of what comes in and out,” said Naval Air Crewman 2nd class Frank Contreras a member of VRM-30. “The ATO works with us when aircraft, high priority parts and priority registered and non-registered mail is delivered here.”

This deployment alone, the ATO has conducted one to two flights every day that moved approximately 3,000 personnel and 500,000 pounds of cargo. Conducting flight operations everyday keeps the division focused and engaged.

“When we get up on the flight deck, we try to make everything happen as efficiently as possible in a super orchestrated manner,” said Douglas.

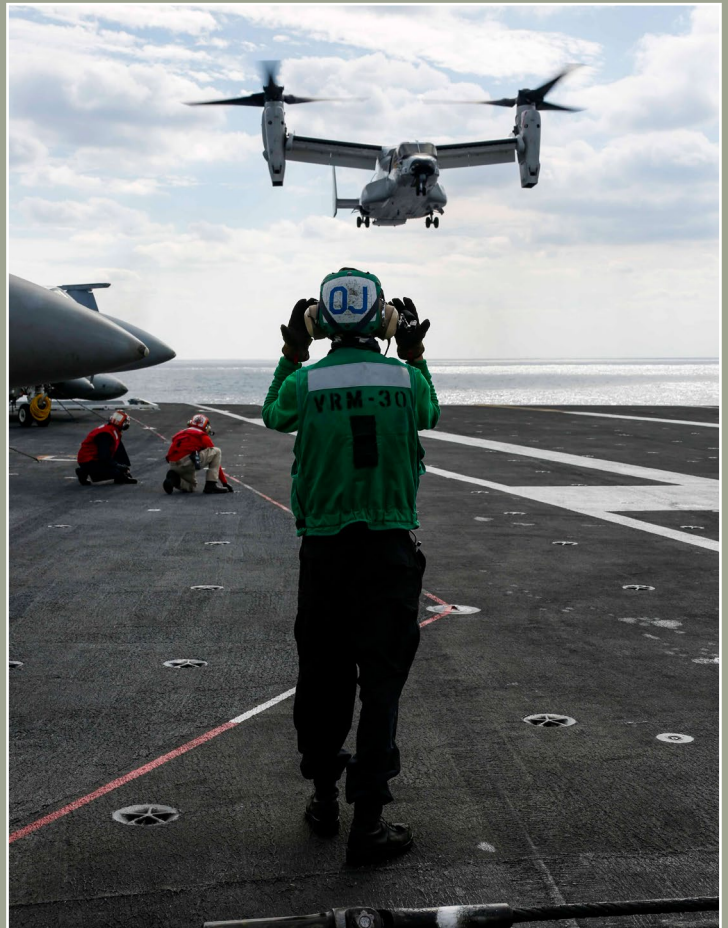
The hard work and dedication from the ATO may start in the office, but it is felt throughout the ship and essential to a successful deployment.



Evacuated citizens are escorted out of a CMV-22B Osprey during a simulated evacuation exercise on the flight deck. (Photo by MC3 Michael Singley)



A CMV-22B Osprey lifts off of the flight deck. (Photo by MC3 Michael Singley)



AM3 Lee directs a CMV-22B Osprey on the flight deck. (Photo by MC3 Michael Singley)



## Pets

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| A | O | L | L | O | G | M | X | K | W | G | R | E | A | C |
| G | T | J | A | P | G | I | S | H | G | Q | I | O | T | K |
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| N | S | W | R | I | A | W | P | E | A | F | O | W | L | N |

BEARDEDDRAGON

BIRD

BURRO

CAT

CHICKEN

COW

DOGS

DONKEY

DUCK

FERRET

GECKO

GEESE

GERBILS

GOAT

HAMSTER

IGUANA

LIZARD

LLAMA

MICE

PEAFOWL

PIGEON

RAT

SKINK

TARANTULA

## FUN FACTS!

- Goosebumps are meant to ward off predators.
- You lose up to 30% of your taste buds during flight.
- The Eiffel Tower can be 15 cm taller during the summer due to thermal expansion.

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| 6 |   |   |   |   | 5 |   |   |   |
|   |   |   |   | 7 | 8 | 9 | 1 |   |
| 9 | 7 | 5 |   |   |   | 2 |   | 8 |
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| 8 | 7 |   | 5 | 4 |   | 6 | 1 | 3 |
| 1 |   |   |   | 6 |   |   | 2 | 9 |
| 9 | 2 | 6 |   |   |   |   | 7 |   |
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A high-angle, wide shot of a large crowd of people, mostly men, gathered outdoors. Many are wearing blue t-shirts, some with logos. Several people have their arms raised in the air. The scene is bright and sunny. Overlaid on the bottom right is the text "Tiger Cruise 2022" in a large, white, stylized font with a black outline.

# Tiger Cruise 2022