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JAN. 18 - FEB. 1, 2024



SURFACE CHAPLAIN OFFICER P.6 / SETS AND REPS P.8 / ONWARDS AND UPWARDS P.12 / HONORING THE DEPARTED P.14 / CASUALTY CONTROL P.16



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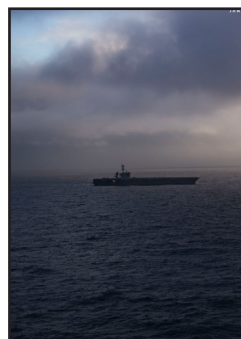
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Chief Hull Technician Diana Fuenffinger, right, conducts training with Damage Controlman 2nd Class Calvin Tran during a damage control drill in the hangar bay.  
PHOTO BY MC2 ALEKSANDR FREUTEL



## COVER

The Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) transits the Pacific Ocean.

PHOTO BY MC3 Thaddeus Berry

## ESWS

1. HOW MANY CARGO STATIONS ARE THERE AND WHAT ARE THEIR NUMBERS?

- A. 4 ; 7, 9, 17, 19      C. 2; 1, 2  
B. 6; 4, 6, 8, 10, 12, 14      D. 5; 5, 7, 9, 17, 21

2. WHAT IS THE MAXIMUM RANGE OF THE CIWS?

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

3. WHAT IS THE NS-60?

- A. A TYPE OF MISSILE      C. CRASH CRANE (TILLY)  
B. A CIRCUIT FOR DC      D. MODEL OF JET TURBINE

4. HOW MANY REPAIR LOCKERS ARE THERE?

- A. 12      C. 8  
B. 10      D. 4

ANSWERS ON P. 19

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



# LINCOLN BULLETIN BOARD

JAN. 18 - FEB. 1, 2024



## Health Advice

By Hospital Corpsman Petty Officer 2nd Class Roel Benitez

### Supplements to a Healthy Diet Multivitamin, Vitamin D, and Omega-3

The vast majority of Americans are not able to meet their nutrient needs by diet alone. The CDC states that the deficiency is mostly in vitamins D, B12, B6, and C, and most Americans also have an improper Omega-3/Omega-6 fatty acid balance due to over-consumption of unhealthy fats. On a ship, it may be especially difficult to achieve the daily recommendations of these key nutrients, so taking dietary supplements may guarantee your body proper the nutrition to achieve optimal health.

Now, you may be asking yourself, "What dietary supplements should I be taking?" So much confusion with so many companies advertising, motivated to make money! Our top three, financially-unbiased, researched-based recommendations are a multivitamin, vitamin D and fish oil supplement.

- **Multivitamin:** A good quality multivitamin ensures that the basic nutrients for optimal health and function are met on a daily basis, to include B and C vitamins.
- **Vitamin D** is a nutrient that our bodies can make by absorbing the sun's UV rays. We can also obtain Vitamin D by consuming food, but foods naturally containing it are rare. On a ship, consistently obtaining enough Vitamin D is very difficult to achieve due to lack of sun exposure. Vitamin D is critical for maintaining bone health AND regulating certain hormones that fight depression and promote overall happiness. Most sailors would benefit from vitamin D supplementation to ensure the FDA's daily recommended intake is achieved.
- **Fish oil supplements** provide the body with essential omega-3 fatty acids. Omega-3 fatty acids are crucial to our health and can only be obtained through a diet of salmon, anchovies, sardines and other oily fish, or proper supplementation. When taking adequate levels of omega-3 fatty acids, it has been shown to regulate blood pressure, help maintain healthy body weight, regulate immune function, support a positive mood regulate body inflammation, and promote muscle and joint health.

Remember, supplements are not a substitute for a balanced and healthy diet. However, the addition of them in your day-to-day can help you meet your requirements of essential nutrients consistently, improving your overall health from both a mental and physical standpoint. Your health is your choice. What will you choose to do?



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**COMMANDING OFFICER**  
Capt. Pete Riebe

**EXECUTIVE OFFICER**  
Capt. Damon Loveless

**COMMAND MASTER CHIEF**  
CMDM (AW/SW/IW) Robert Stumm

**PUBLIC AFFAIRS OFFICER**  
Lt. Cmdr. Karl Schonberg

**ASSISTANT PUBLIC AFFAIRS OFFICER**  
Lt. Brinn Hefron  
Lt. j.g. Erin McCullagh

**MEDIA DLCPD**  
MCCS (SW/AW/IW) Kristopher Regan

**MEDIA PRODUCTION LCPO**  
MCC (SW) Ray Diaz  
MCC (SW/AW/IW) David Mora

**MEDIA LPO**  
MC2(SW) Madison Cassidy

**MEDIA PRODUCTION SUPERVISORS**  
MC2 Michael Cintron  
MC2 (SW) Alonzo Martin-Frazier  
MC2 Alexandra Puy  
MC2 Ian Thomas  
MC2 Clayton Wren  
MC2 Aleksandr Freutel

**EDITOR**  
MC2 Michael Cintron

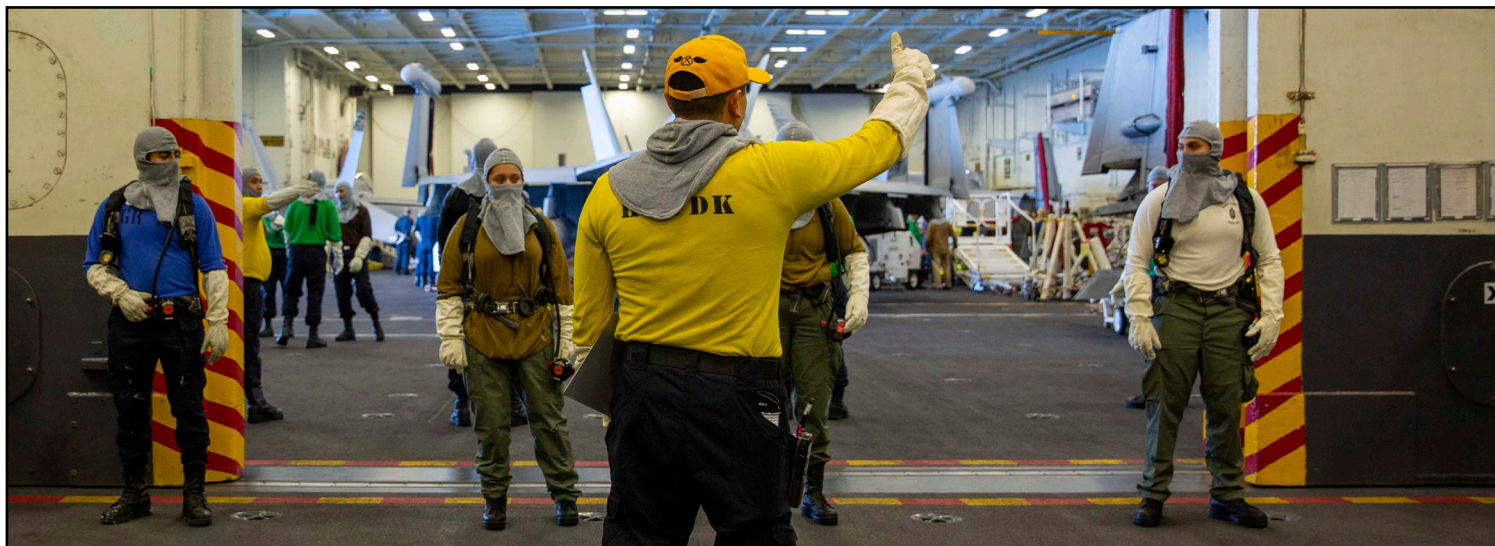
**MEDIA DEPARTMENT STAFF**  
MC2 Kassandra Alanis  
MC2 Victoria Armstrong  
MC2 Faith Mcollum  
MC2 Eduardo Torres  
MC3 Thaddeus Berry  
MC3 Jett Morgan  
MCSN Sonny Escalante  
MCSA Christian Kibler  
MCSA Melanie Perez

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# *Around THE Ship*



Sailors seal the hangar bay doors during a general quarters drill. Photo by MC2 Aleksandr Freutel.



MA1 Marqueal Taylor screws an M-4 service rifle during a small-arms live fire exercise. Photo by MC2 Eduardo A. Torres.



STG1 Juan Guzman, left, and STG2 Jakob Falsario pull an AN/SLQ-25 Nixie torpedo countermeasure system onto the fantail. Photo by MCSN Sonny Escalante.





QM3 Mariah Rambus, left and QM3 Danny Rhodes shoot an Azimuth of the sun on Vulture's Row. Photo by MC2 Eduardo A. Torres.



Sailors simulate a scrub down in a decontamination station in the hangar bay during a general quarters drill. Photo by MCSN Sonny Escalante.



ABEAN Kareena Gregg-Johnson measures the weight of an F-35C Lightning II on the flight deck. Photo by MCSN Sonny Escalante.



Sailors participate in a Close-In Weapon System download. Photo by MCSN Sonny Escalante.



Sailors provide medical treatment for a simulated casualty during a general quarters drill. Photo by MC2 Aleksandr Freutel.



AMAN Ryan Hardrath signals an MH-60S Sea Hawk helicopter as it lifts off from the flight deck. Photo By MC2 Clayton Wren.



# Surface Chaplain Officer



STORY BY MC2 CLAYTON WREN  
PHOTOS BY MC3 THADDEUS BERRY

**N**avy chaplains, Cmdr. Aaron Miller, Lt. Cmdr. Luke Dundon and Lt. Kyle Boyer, were authorized to wear the Surface Chaplain Officer (SCO) warfare device on Dec. 13 during a ceremony held on the flight deck aboard the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72).

Chaplains across the Navy have recently been authorized to wear the Surface Chaplain Officer (SCO) warfare device in recognition of their commitment and sacrifice to the service.

For the past 249 years, Navy chaplains have served alongside both Sailors and Marines while upholding their core principle — promote the spiritual, religious, moral, and personal well-being of the members of the Department of the Navy.

“Receiving this pin reminds me that I belong to a community that does something amazing,” said Lt. Cmdr. Luke Dundon, one of three chaplains aboard Abraham Lincoln. “This community brings warfare to the sea and to the air from the sea, both day and night. That requires nonstop diligent watchfulness from all departments in order to be victorious. Having a little bit of knowledge, from the catapults to the pump rooms, about each of those departments allows us chaplains to support the readiness of this incredibly talented and diverse community.”

The introduction of the Surface Chaplain Officer

warfare pin marks an important moment in the history of military chaplaincy, recognizing the role of chaplains in the broader context of naval operations. It acknowledges that in an ever-changing world, the spiritual well-being of the men and women in uniform is not just a matter of tradition but a crucial aspect of maintaining a resilient and capable fighting force.





“This pin helps people recognize how the chaplain is integrated within the command as a fellow Sailor and member of the Navy,” said Dundon, “We have a primary motive to help Sailors be spiritually ready for warfare at sea, and I believe we will be able to help those Sailors even more if we have knowledge and respect for their profession.”

The Navy Chaplain Warfare Pin is a physical

representation of the vital role these spiritual leaders play in the military landscape and symbolizes their commitment to both the spiritual well-being and the readiness of naval forces. Now proudly worn by Abraham Lincoln Chaplains, the pin is a testament to the ever-changing nature of warfare and the expanding responsibilities of chaplains.







PHOTO BY MC3 THADDEUS BERRY

# SETS

# AND

# REPS

## A TSTA/FEP STORY

STORY BY MC2 IAN THOMAS



From combat systems testing to reintegrating with our Shogun Warrior partners and ensuring that the supply chain operates without error, the Tailored Ship's Training Availability and Final Evaluated Problem (TSTA/FEP) is USS Abraham Lincoln's chance to demonstrate our readiness for deployment.

"The Abraham Lincoln Carrier Strike Group is connected on multiple levels," said Cmdr. Kevin White, combat systems officer aboard Abraham Lincoln. "We're doing sets and reps together, whether it's firing live ordnance, controlling and directing aircraft or maintaining the tactical contact picture, we're all taking our turn to exercise capabilities together, to collaborate on proven and enhanced tactics."

TSTA/FEP is an integrated exercise that includes the members of Carrier Air Wing Nine, Abraham Lincoln and Destroyer Squadron 21, all under the umbrella of Carrier Strike Group Three. It features a series of tests designed to push Sailors and Marines to become better, both as individual units and as one lethal team.

"TSTA/FEP is an in-port and underway training evolution designed to evaluate unit level proficiency and develop our ability to self-train," explained White. "It will demonstrate that our team of teams can continuously train and develop the skills they need to hone for exercises and missions in the future."

Although White has experienced a number of workup cycles, he noted that this cycle is especially important in relation to current world events.

"Our TSTA/FEP is taking place during an extremely relevant time," said White. "We're seeing the scenarios that we're training for play out during real world events. We're able to use the lessons learned from those situations and incorporate them into our training to make the Abraham Lincoln Carrier Strike Group that much more lethal."

Lt. Dmitry Afansyev, the S-8 division officer aboard Abraham Lincoln, has firsthand knowledge of the planning and requirements to overcome the challenges of such a rigorous training schedule.

"Communication across a vast network of end-use customers, establishing the demand and prioritizing requests from 20 departments is no small feat," said Afansyev. "The best way to truly support the strike group is to anticipate the demand and always be a few steps ahead of it. Every day we're planning for requirements months in advance, while simultaneously addressing the needs of our Sailors in real time."

With roughly 3,000 Sailors in ship's company, and 2,000 additional Sailors and Marines embarking with the air wing, communication and ensuring efficient supply chain is essential before, during and after TSTA/FEP.

"Immediately after our Planned Incremental Availability, we facilitated a massive increase in supply deliveries," said Afansyev. "We've averaged 40 pallets of various parts and supplies per week, as well as approximately 150 pallets of food stores per onload. Our financial division obligated over 38 million dollars for

supplies of all kinds with a total loss rate of a fraction of a dollar. That's in addition to routine evolutions, such as serving 14,876 meals every day."

While both the strike group, and the Navy as a whole, look to the future for promising methods and established improvements in technology, there are still plenty of hurdles to overcome.

"In order for Abraham Lincoln to be ready, our systems and Sailors have to be ready," said White. "We recently completed a maintenance period where most of our systems were overhauled. It's these systems and Sailors that create our lethal combat capacity, and it can be very challenging but rewarding work to ensure that every piece of equipment is operating at full capacity. The resolution is Sailors aggressively working to resolve every system challenge that arises. As Capt. Damon Loveless, our executive officer, says, 'Everything on Abraham Lincoln works,' and that is the mindset we maintain in order to successfully transition from a maintenance phase into a training phase."

For White, communication is the name of the game. Abraham Lincoln has recently been testing a number of innovative technologies. These work to ensure communication between commands is as close as possible to the speed of communication within the command.

"Abraham Lincoln is unique to the Navy for the advancements we're creating," said White. "Notably, that includes major milestones in internet access and showing how the aircraft carrier can integrate its systems with cutting edge high-speed Low Earth Orbit satellites. We built and certified a purpose-driven network, and we are providing enhanced internet services to the crew aboard Abraham Lincoln that is revolutionizing the way the Navy moves forward. One of the results has been a twenty-fold increase in our internet bandwidth. To put it simply, we're improving the quality of our work products which translates into a more tactically ready Sailor."

While challenges are inevitable, Afansyev noted the success of the crew and the impact of their can-do attitude on this evolution.

"While all of the service members deserve tremendous respect for all the things that this command has achieved, I've seen first what our supply Sailors and those temporarily assigned to us have accomplished," said Afansyev. "The ship heavily depends upon their exemplary service, not only to facilitate evolutions, but also to serve as the compass for overall morale and crew well-being, a role in which they succeed time and time again."

White echoed Afansyev's statements, and passed a note of thanks to all Sailors and supply department Sailors in particular.

"Like with any large organization, it's a sizeable challenge for the Sailors to keep the ship operating at peak efficiency," said White. "That said, I have seen nothing but stellar performance from our Sailors, who are working around the clock solving the most technical challenges in real time. To see that has been very impressive, and we're proud of our Sailors and what they bring to our combat readiness and lethality."



# WHAT

# TO DO

during  
*EMCON*  
conditions

The purpose of EMCON is to shut down all systems and devices that emit a signal to prevent the possibility of an adversary locating the ship.

## EMCON

C O N D I T I O N .....

## ALPHA

**TURN OFF ALL  
BLUETOOTH AND  
WI-FI DEVICES.  
REMOVE BATTERIES  
IF POSSIBLE.**

## EMCON

C O N D I T I O N .....

## BRAVO

**TURN OFF ALL  
BLUETOOTH AND  
WI-FI DEVICES.  
REMOVE BATTERIES  
IF POSSIBLE.**

## EMCON

C O N D I T I O N .....

## CHARLIE

**SECURE ALL WI-FI  
TRANSMISSIONS.  
BLUETOOTH DEVICES  
NOT ALLOWED  
OUTSIDE THE SKIN  
OF THE SHIP.**

## EMCON

C O N D I T I O N .....

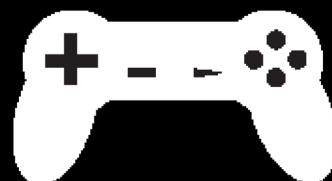
## DELTA

**BLUETOOTH AND  
WI-FI DEVICES MAY  
BE ON.  
MUST BE ON  
AIRPLANE MODE.**

BLUETOOTH/WI-FI DEVICES

.....

Phones, Smart watches,  
Wireless headphones,  
Laptops, iPads, Tablets,  
Kindles, Game Consoles  
such as Playstation, Xbox,  
Switch...etc.





# EMISSIONS CONTROL (EMCON)

## What it is, and what we can do.

EMCON is when we reduce the ship's electronic signature to better conceal the ship from enemies. Anything that emits a signal can be used to track the ship's location.

Therefore...

When an EMCON condition is announced, verify your devices are in the appropriate mode. When directed, also ensure Bluetooth and wireless settings are OFF on ALL electronic devices.

Devices shall be in airplane mode at all times while onboard.



If you don't abide by these rules during EMCON, you are putting the ship at risk!

Without EMCON...

BOOP

BEEP

With EMCON...

Nothing going out, nothing coming in. Concealed under the blanket of freedom. HOOYAH.





STORY BY MC2 ALEKSANDR FREUTEL

**T**roughout the ship hundreds of Sailors conduct their duties with fresh rank tabs on their chests. These Sailors are a part of the newest generation of Petty Officers who contributed to one of the highest shipboard advancement cycles in the Navy. On December 5, the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72), tallied a total of 407 Sailors frocked to their next paygrade, 22% higher than the Navy-wide average for this cycle.

The Navy advancement process is more than just walking into a test or waiting until you meet time-in-rank requirement. The process starts with reviewing Sailor's performance evaluations

and eligibility to take their prospective exam.

"You have to verify if the candidates meet the terminal eligibility date of the advancement cycle, make sure they have their professional military knowledge eligibility exam (PMK-EE) for their next paygrade and populate their enlisted advancement worksheet (EAW)," said Chief Personnel Specialist Demetreous Hill, the education services officer division (ESO) leading Chief Petty Officer. "After that, the ESO office orders their exams, chooses a location to hold the test, accounts for all the personnel and prepares the exams for final testing for over 1,000 Sailors."



It's important for Sailors to fully prepare themselves when they're up for advancement. Getting a full night of rest and eating breakfast the morning of their exam is helpful, but real preparation goes back far before the day of the exam.

"The best way to study is to review the bibliographies for your rate on Navy Credentialing Opportunities On-Line (COOL), a military website that helps Sailors find information on certifications and licenses related to their job," said Hill. "It's a great resource and should be your go-to."

Navy COOL doesn't require a login and can be accessed from anywhere, including mobile devices. All enlisted bibliographies can be found under the "Ratings" tab, alongside officer designator and officer collateral duty study options.

"Navy learning resources aren't limited to Navy websites," said Personnel Specialist 2nd Class Natahisa Clark, the ESO leading petty officer. "Navy Basic Military Requirement (BMR) and Bluejacketeer are both mobile apps with valuable information on Navy advancement. Another good way of learning new information is to talk to your peers and chain of command."

One aspect of learning new material is putting in effort to find or make time to absorb information whenever you can.

"Getting quick moments of hands-on training, looking at flashcards or Quizlet — it's all useful," said Clark. "Everyone learns differently, so talking to as many

knowledgeable people you know and asking a lot of questions is always beneficial, you just have to make it a priority. And once you learn, teaching is a great way to keep learning."

For Sailors who put in the hard work throughout the year, receive high strong promotion recommendations on their evaluations, earn awards and study for their exam, the payoff is incredible.

"I knew I wanted to become a first class when I came to the ship in 2021," said Retail Specialist 1st class David Wright, the S-3 assistant leading petty officer. "When I found out I advanced, I was super relieved, since this was my sixth time taking the exam. It definitely felt well deserved."

Wright notes how his day-to-day routine doesn't feel different yet, but he notices how his new rank opens new doors that weren't available to him before.

"I feel I have more say in training Sailors, as well as a more direct line to my chain of command," said Wright. "The rank carries more weight and lets me take care of my juniors even better — I have more influence on how I'm able to help them and it makes a difference."

With the upcoming advancement exam only two months away in March, Sailors are advised to continue their preparations to study and review.

"Congratulations to everyone who advanced to the next paygrade, its well-deserved," said Hill. "Now it's on to the next cycle and I wish everyone good luck."







# HONORING THE DEPARTED

Story by MC2 Michael Cintron

Sailors clad in their dress blue uniforms gathered for a somber event — a burial at sea ceremony onboard the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72), on January 20. Two caskets, draped with the nation's ensign, served as a reminder of the importance and honor given to those whose remains were committed to the deep.

Burials at sea are one of the most significant time-honored naval traditions, steeped with pride, reverence and respect.

"Burials at sea have been in practice as long as people have been at sea and today, we pay homage to those who have gone before us, supported our country with integrity and dignity," said Capt. Pete Riebe, Abraham Lincoln's commanding officer. "Though the families of those we are honoring cannot be here with us today, we can take comfort in knowing we paid the highest respect to these individuals."

Families provided the remains of service members who wished to be committed to the sea. To be eligible for a burial at sea onboard a naval vessel, you must be an active-duty or retired service member, honorably discharged veteran, civil maritime personnel of the maritime sealift command or a relative of a service member.

"We had members from every service — excluding the space force — including some dependents be committed to the sea during the recent ceremony," said chaplain Lt. Kyle Boyer. "Thirty two cremains

were buried at sea, with two casketed bodies and 29 urns, but one thing they all had in common was their service. It gives us so much more perspective on what it means to serve under the flag of our nation."

The service came with a wide array of strong emotions for those involved, and those who gathered to witness the proceedings. One participant, Aviation Maintenance Administrationman 2nd Class Ryan Hopkins decided to take part in the ceremony because of his desire to honor those who have passed away.

"There's a lot of emotions that came up during the burial at sea. Respect for the remains, the service members, their families and reverence for the event as a whole," said Hopkins. "One of the most emotional parts for me was while transporting the remains from hangar bay one to hangar bay three. Sailors would come across our path and they'd stop and stand at attention. It was an overwhelming sense of respect and acknowledgement of the deceased's duty and sacrifice."

Burials at sea honor the dead, but also honor the families of those who died.

"I hope the families gained a sense of pride and closure," said Hopkins. "Their loved ones gave so much to the service of our nation, and what their loved ones contributed was hopefully returned to them in the end. I think that since most of them spent so much of their time sailing or being around it, committing their remains to the



# BURIAL AT SEA



Photos by MC2 Clayton Wren and MCSN Sonny Escalante

sea is a reinvestment of that commitment.”

Burials at sea are an all-hands evolution. Almost every department on the ship played a role before, during and after the ceremony.

“Command religious ministries department coordinated with a number of different departments to successfully host this ceremony. Weapons department provided dollies to transport the remains, the ceremonial rifle team and other logistical necessities,” said Boyer.

“Admin and the executive departments were able to ensure the triad was involved and the honor platoon had Sailors from almost every department. Every department on the ship helped in some way. It really was a ship-wide effort.”

Burials at sea, and funerals in general, can be emotionally jarring and difficult for some, but participating in a ceremony like this can provide an unexpected positive perspective.

“Death can seem scary, but participation in a funeral and thinking through the life of someone can be a reminder to us to think of things that are bigger than ourselves,” said Boyer. “As the entire ship stops what they’re doing and comes together to honor those who were committed to the sea, my hope is the burial at sea will provide Sailors a moment of reflection on their own lives and what kind of legacy we might be leaving.”





# Casualty Control

STORY AND PHOTOS BY MC2 ALEKSANDR FREUTEL

Ladder wells rattle and shake as dozens of boots rush to the closest damage control locker. Throughout the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72), the 1 Main Circuit (1MC) relays the same message, “General quarters, general quarters, all-hands man your battle stations,” while Sailors prepare to fight simulated casualties and practice fighting the ship.

With practiced professionalism, damage control and medical response Sailors transit to their pre-established muster location or battle station; one of the 10 repair lockers or six battle dressing stations.

“General quarters (GQ) is the condition of the maximum readiness on the ship,” said Chief Hull Maintenance Technician Josh Minster, a Damage Control Training Team (DCTT) leader onboard Abraham Lincoln. “It gives us the ultimate protection against anything that could happen, specifically when there’s some sort of imminent attack.”

The logistics of an all-hands GQ evolution can take days or weeks of planning in advance and requires the dedication of DCTT members to ensure every aspect of the training goes smoothly. DCTT members began drill preparations in October of 2023, in anticipation of Tailored Ship’s Training Availability and Final Evolution Problem (TSTA/FEP), which evaluates the crew on their performance during training drills and simulations of real-world scenarios.

“It starts when we get training assessment cards from the Afloat Training Group (ATG), with specific line items for us to achieve and we build our drills based off of that,” said Minster. “ATG’s role is to provide afloat training for ships to maintain combat readiness, they decide whether we need to use certain de-smoking equipment or pipe patching equipment — all of our drills are based on ATG requirements. It took me a couple weeks to finish three packages developed with different spaces, repair lockers and designated equipment from start to finish.”

DCTT is comprised of senior Sailors specifically tasked with ensuring the ship’s crew maintains the highest level of battle readiness. A DCTT includes a team leader,

team coordinator, watch station evaluators, trainers, scene leaders and safety observers. To join the training team, Sailors must apply with previous experience working in a repair locker, possess the necessary qualifications and finally have their application reviewed by a DCTT board. The selection process guarantees that only highly knowledgeable Sailors join the team to lead and teach more junior Sailors during an integrated training team environment such as GQ.

“Our job as DCTT members is to teach Sailors step by step during drills and have them continue to practice those repetitions so when a real GQ event comes, we aren’t over their shoulder trying to help them out — we’re sending Sailors out that we know can get the job done the right way,” said Minster. “Our goal is to put Sailors into a habit of doing the same process.”

Abraham Lincoln has been performing many sets and reps to help Sailors build muscle memory of the correct procedures and instill the mindset of verifying their responses to shipboard emergencies.

“Being prepared is the most vital thing, especially where we’re going on deployment,” said Minster. “The importance to be able to do what it takes to ensure the ship remains mission ready is a key aspect of our job. The ship can’t take damage and continue on if we aren’t trained to combat casualties as they arise, which is why these training cycles are so vital to the crew. The repetitions and training we do are important so that when something actually happens, Sailors know what to do without question and they can just grab their gear and go.”

All hands onboard must maintain a high level of mission readiness so they can respond to threats effectively.

“We are always honing our skills, reviewing our training and then teaching those critical skills back to the ship,” said Damage Controlman 3rd Class Michelle Romo, a DCTT member. “You train like you fight, so every day we hold classes, letting Sailors get hands-on experience with equipment or sign personnel qualifications.”



hold classes, letting Sailors get hands-on experience with equipment or sign personnel qualifications.”

In the world today, it is crucial to have a strong background of realistic training. On Nov. 29, 2023, in the South Red Sea, the Arleigh-Burke class guided missile destroyer USS Carney (DDG 64) shot down an Iranian-produced KAS-04 unmanned aerial vehicle (UAV) heading towards the ship, launched from Houthi-controlled areas of Yemen. At the time of the shoot down, the Carney was escorting the Supply-class fast combat support ship USNS Supply (T-AOE-6) and another U.S. flagged and crewed ship carrying military equipment to the region. In response to the circumstances, the Carney remained at GQ for 12 hours. Thanks to the crew’s exemplary response, there were no injuries to U.S. personnel and no damage to U.S. vessels.

Whether a Sailor works in administration, air department or operations, everybody has a role to play in shipboard safety and mission readiness. From the moment Sailors graduate recruit training command to when they leave their ship, they are firefighters first and trained to protect their vessel.

“You can have a plan for every situation and be ready for any situation, but things can change in a moment’s notice,” said Minster. “The training we conduct ensures that even if we are dealt a heavy blow, our ability to revert back to the basics and execute to the highest standard means we are ready for anything — as long we stay calm and remember our training.”





MWR EVENTS							FEBRUARY 2024						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday							
				1 UNDERWAY	2 RETURN TO PORT	3 PORT VISIT (SD)							
				Karaoke/Open Mic Aft Mess Decks 2030-2200	Freezie Fridays MWR Office 1000-1130	Black Com!x Day Trip VADM Martin Fit Ctr 1000-1500; Free w/Reg							
4 PORT VISIT (SD)	5 UNDERWAY	6 UNDERWAY	7 UNDERWAY	8 UNDERWAY	9 UNDERWAY	10 UNDERWAY							
Paint & Sip NAB Comm Rec Ctr 1000-1300; \$25 w/Reg	Manic Monday Games MWR Office 1000-1130	Mortal Combat 11 Tourney Aft Mess Decks 2030-2200	Ping Pong Tourney Aft Mess Decks 2030-2200	Madden Tourney Aft Mess Decks 2030-2200	Freezie Fridays MWR Office 1000-1130	Dance Battle! Aft Mess Decks 2030-2200							
11	12 UNDERWAY	13 UNDERWAY	14 UNDERWAY	15 UNDERWAY	16 RETURN TO PORT	17							
SB VIEWING PARTY Hangar Bay 2 1530-1900	Manic Monday Games MWR Office 1000-1130	Ships and Sailors Challenge HB2	Sugar Rush! MWR Office 1000-1130	BINGO Site TV 2000-2130	Freezie Fridays MWR Office 1000-1130	E-Bikes @ Mission Bay VADM Martin Fit Ctr 1000-1400; \$10							
18	19 HOLIDAY	20	21	22	23	24							
Harlem Globetrotters Pechanga Arena 1330-1730; \$63			Therapy Dogs VADM Martin Fit Ctr 1700-1900; Free	Hike w/Fun Boss Torrey Pines 1300-1700	Lib Night @ Theater NASNI Lowry Theater 1800-2000; Free	Pasta-Making Wkshp VADM Martin Fit Ctr 1300-1500; Free							
25	26	27	28	29									
Self-love Yoga @ Beach VADM Martin Fit Ctr 1000-1500; \$5	Manic Monday Games MWR Office 1000-1130	Destination Unknown TBD 1300-1700	Sugar Rush! MWR Office 1000-1130	Mixology Class World Famous I-Bar 1730-1900; \$55									
							<b>NOTES</b> blue = fitness class/activity + check Fitness Calendar green = general recreation event gold = pre-registration in CVN72 MWR office required red = pre-register with Naval Base Coronado MWR <a href="http://coronado.navylifew.com">coronado.navylifew.com</a>						
							 Office: 2-123-2-Q J-Dial: 5362						



## Constellations

A U O U N U O C S S O I E S M R I S  
 I S S O S C U O I U Q R O S E E M L  
 E B I T A U R U S G S P N G M A A A  
 P R R R S N S E L U C R E H R U P O  
 O O D O O U D U I C I A A R B I L G  
 I N P J A J I R A G I R N L S Y V R  
 S I L A D R A P O L E M A C I E G R  
 S M A M Q T D M R M S M E U E S U D  
 A S N S T U A Y A O E S I P Q R M S  
 C I U I L R I A H S C D C N L A L R  
 S N G N A R Y L L U R S A M I N O R  
 L A M A G M U N A H A U P S S I D R  
 S C U C M Y R S U C P S R H D A E C  
 A R O G U A C A P U E A I I G R O R  
 A R I T H M A D R I R G C O I E A U  
 A I U A U E C R R H L E O D N V I C  
 N R V E E I U A L P S P R Y P A Y C  
 I U N O I U S S S O L Y N X R E Q P

Andromeda  
 Aquarius  
 Aquila  
 Aries  
 Camelopardalis  
 Cancer  
 Canis Major  
 Canis Minor  
 Capricorn  
 Cassiopeia

Cygnus  
 Draco  
 Gemini  
 Hercules  
 Hydra  
 Leo  
 Libra  
 Lynx  
 Lyra  
 Ophiuchus

Orion  
 Pegasus  
 Perseus  
 Pisces  
 Sagittarius  
 Scorpius  
 Taurus  
 Ursa Major  
 Ursa Minor  
 Virgo

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

## ACROSS

1 Elliott et al.  
 5 Reach for rudely  
 9 Woodward and  
 Barker  
 13 Image's partner  
 17 Whittle down  
 18 Miner's quest  
 19 Nursing school  
 subj.  
 20 Strong antipathy  
 21 Participant in  
 an Everglades  
 wrestling match  
 23 Unlikely to be  
 stumbled upon  
 24 Round at the  
 Hare and Hound  
 25 Vocal fans  
 26 Oleo container  
 28 Grocery workers  
 30 Driver's aid  
 31 Tossed  
 33 Beer barrels  
 34 "Odd Couple"  
 game  
 37 Dismay  
 39 Alarm-tripper  
 42 Sign of things  
 to come  
 43 Oahu fare  
 44 Prevent, to a  
 lawyer  
 46 Loon action  
 47 Can material  
 48 Mirthless  
 50 Loam  
 52 Barrier for  
 Venus Williams  
 53 Carries, as  
 merchandise  
 55 Vintners' con-  
 tainers  
 57 Planters  
 59 Batter  
 61 Develop  
 63 Wiggle  
 66 Baobab, e.g.  
 68 Chancel vessel  
 72 Not in fashion  
 73 Like cherry  
 preserves  
 75 Respond to  
 catechism  
 77 Citrus quaff  
 78 Insect eggs  
 80 Gets close to  
 82 In need of

cheer  
 83 "\_\_\_ of Salem"  
 (Colbert film)  
 84 Replace  
 86 Trod  
 88 Audition prizes  
 89 Harper's Ferry  
 event  
 91 1994 Bullock  
 blockbuster  
 92 Nadia's number  
 93 Cooking splash  
 96 Literary form  
 97 Made it to first  
 base  
 101 Suggest  
 102 Scott Pelley's  
 area  
 104 Frequently  
 covered Fleet-  
 wood Mac song

113 Put in the mail  
 32 Humorists  
 34 Kitchen rattlers  
 35 Slight  
 36 Lotto's kin  
 37 Potter's rank:  
 abbr.  
 38 Lasso loop  
 40 State strongly  
 41 "\_\_\_ Misbehave"  
 e.g.  
 45 Like some ears  
 48 Circumvent  
 49 Trade center  
 51 French Cubist  
 54 Twenty-second  
 Greek letter  
 56 "I've Just \_\_\_ a  
 Face"  
 58 Bohr's land:  
 abbr.  
 60 Items in Brits'  
 boots  
 62 Had chow  
 63 Harpo and  
 Chico, to Minnie  
 64 Chuckle  
 provoker  
 65 "Nevermore,"  
 e.g.  
 67 Spoke hoarsely  
 69 Moselle tributary  
 70 Cut copy  
 71 Cranberry and  
 cherry  
 74 Creates edging  
 76 Glob  
 79 Having laths  
 81 Takes it easy  
 83 Maims  
 85 Pierre's bed  
 87 Chef's gadget  
 88 Stationery  
 store items  
 90 Like Archie's  
 friend Moose  
 over  
 92 \_\_\_ (assists in diffi-  
 culty)  
 93 Third at the  
 track  
 94 Maine symbol  
 95 Depend  
 97 Clip  
 98 Like concert  
 recordings  
 99 "Exit to \_\_\_"  
 (Anne Rice  
 novel)  
 100 Impact result  
 103 Trouble  
 105 Macaw genus

## DOWN

1 Vega, e.g.  
 2 Singer Guthrie  
 3 Lieutenant  
 Minderbinder  
 of "Catch-22"  
 4 In love  
 5 Driver's menace  
 6 Disintegrates  
 7 Hustle and  
 bustle  
 8 Big \_\_\_ (cannon)  
 9 Haircutters  
 10 "Snakes  
 Plane"  
 11 Snide comment  
 12 T-bone, e.g.  
 13 "The Spy Who  
 Me"  
 14 The "P" in PLO  
 15 Highway for  
 Caesar  
 16 Tracy's  
 Trueheart  
 22 "The Waltons"  
 actor Will  
 27 Top priority  
 29 Emerald, e.g.  
 31 Steal

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17				18				19				20			
21				22				23				24			
25							26	27		28		29			
			30			31			32		33				
34	35	36				37			38		39		40	41	
42						43			44		45		46		
47						48			49		50		51		
53						54			55		56		57		
						59			60		61		62		
63	64	65							66	67		68		69	70
72						73			74		75		76		
78						79			80		81		82		
84						85			86		87		88		
						89			90		91		92		
93	94								95		96		97		
101						102			103		104		105		
106						107					108		109		
110						111					112		113		

ESWS ANSWERS : 1. A  
 2. C

3. C  
 4. B



A large aircraft carrier, the USS Abraham Lincoln, is shown in motion, blurred to convey speed. The ship is white with a dark hull, and its superstructure is visible. It is moving across a blue ocean under a clear blue sky. The ship's bow is on the left, and its stern is on the right. The ship is moving towards the right side of the frame.

# **USS Abraham Lincoln FAST TRACK TO TSTA COMPLETION**

**NEXT UP:  
GROUP SAIL**