



## Lincoln introduces the new face of EOA

By MC3 (AW/SW) PATRICK BONAFEDE  
*Penny Press Staff*

USS Abraham Lincoln (CVN 72) has a new face in the Equal Opportunity Office. Chief Religious Programs Specialist Gilbert Dominguez from Idaho Falls, Idaho, assumed the duties of Command Equal Opportunity Advisor Jan. 8.

Dominguez reports directly to and advises Lincoln's Commanding Officer Capt. Patrick D. Hall on all equal opportunity-related issues. These would include any discriminatory behaviors based on race, color, national origin, sex and religion.

"The most important thing on our ship is our people, so it is my job to make sure that our Sailors are treated fairly," Dominguez said. "Captain Hall is big on taking care of everyone on the ship, no matter what rank they are."

An aircraft carrier has thousands of Sailors doing numerous, complex jobs. The goal of an equal opportunity advisor is to clear any roadblocks that may prevent a Sailor from doing their job in an environment free of any type of discrimination.

"The ship wouldn't be nearly as effective if Sailors weren't treated fairly," Dominguez said. "I am here to help Sailors address any issues they might face dealing with equal opportunity."

"If a Sailor has any kind of problem with regard to equal opportunity, the issue should be handled at the lowest level possible," Dominguez said. "That being said, I am also here to direct Sailors to the right place, and if the issue warrants it, it is my duty to inform the Commanding Officer and take the appropriate action the CO deems necessary. Again, I can't stress how much Captain Hall believes that everyone's voice counts."

It is the responsibility of all Lincoln Sailors to treat others with respect and to conduct themselves in an appropriate manner at all times. With that, Dominguez is also very serious about promoting cultural awareness.

"I would really like to re-energize the Heritage Council," Dominguez said. "By promoting cultural awareness, I want to signal to



Photo by MC3 (AW/SW) Patrick Bonafede  
Chief Religious Programs Specialist (SW/FMF) Gilbert Dominguez has assumed the duties of Command Equal Opportunity Advisor for USS Abraham Lincoln (CVN 72).

Sailors that everyone is important. If anyone has any ideas, I am always open to hear what they have to say."

Dominguez has served in the Navy for 14.5 years, of which 13 were as a Religious Programs Specialist. Lincoln is Dominguez's third carrier.

Dominguez became interested in being an Equal Opportunity Advisor partly because his mentor was also an EOA. With his background as an RP, Dominguez has always had an interest in assisting Sailors.

After being screened by an EOA, while he was stationed at the Chief of Naval Chaplains Office in Washington, D.C., Dominguez was sent to a 10-week course at the Defense Equal Opportunity Management Institute.

If anyone has a Equal Opportunity issues or questions, they can find Dominguez at his office, 02-88-4-Q, or call him at PCS 2583.

## Abe's flight deck gets 5,500 sq. ft. of non-skid

By MC3 GEOFFERY LEWIS  
*Penny Press Staff*

USS Abraham Lincoln (CVN 72) recently underwent a Maintenance Availability in her homeport of Everett, Wash. During this time, several maintenance projects were completed, one of which was the application of new non-skid sur-

facing on Lincoln's flight deck.

According to Aviation Boatswain's Mate Handler (AW/SW) 1st Class Joshua Hanson, lead non-skid quality assurance supervisor for the project, approximately 5,500 square feet of non-skid was replaced by Lincoln's crew and civilian contractors.

"We usually do this kind of thing when-

ever we come back from being underway," Hanson said. "It all depends on how bad the wear and tear is."

Hanson said the project began in mid-December and was completed prior to Lincoln getting underway Jan. 17.

"The purpose of non-skid is to prevent

# Local Stories

## Abe prepares for upcoming deployment *Medical Dept. issues Anthrax vaccinations for ship's crew*

BY MCSN JOSEPH SCARBERRY  
*Penny Press Staff*

While Sailors aboard USS Abraham Lincoln (CVN 72) prepare for their upcoming deployment mentally, financially and emotionally, they also have to prepare physically.

Sailors from Abe's Medical Department have been working hard to ensure those Sailors deploying with the ship get the first three Anthrax vaccinations before reaching the 7<sup>th</sup> Fleet.

According to Chief Hospital Corpsman Rosetta Harris, Anthrax spores are resistant to heat and cold, easily used as weapons, colorless, odorless, difficult to detect and highly lethal.

"The Anthrax disease is caused by the bacteria called *Bacillus anthracis*," Harris said. "It can cause three types of diseases: skin, gastrointestinal and inhalation. Inhaling Anthrax spores can kill 99 percent of unvaccinated, untreated people."

According to Harris, 7<sup>th</sup> Fleet requires all Department of Defense personnel to receive the vaccination a minimum of three times, each time requiring 14 days between each shot.

"We have administered the vaccine to approximately 1,400 Sailors for their first or second dose," she said. "We expect that before we reach the 7<sup>th</sup> Fleet operating area, we'll have given over 15,000 doses, including those in the air wing who completed their vaccines on board the ship rather than on shore"

According to Harris, the vaccine is safe to receive.

"The vaccine cannot cause the disease," she stressed. "It has been licensed by the FDA since 1970."

According to her, five or six Medical representatives of are



Photo by MC2 Jordon Beesley

**Hospital Corpsman 3rd Class James Bond administers the first round of the Anthrax vaccine to a shipmate on board USS Abraham Lincoln (CVN 72) Jan. 19. Seventh Fleet requires all Department of Defense personnel to receive the vaccination prior to reaching their operating area to protect against the diseases caused by the Anthrax bacteria.**

at the staging area in the forward mess decks during their hours of operation, but the entire department has a part in this vaccination process.

"I have to stress the importance of this vaccine," she said. "Our enemy has weaponized it and we need to be protected."

For more information about the Anthrax disease and vaccine, Harris recommends [www.anthrax.mil](http://www.anthrax.mil), [www.vaccines.mil](http://www.vaccines.mil) and the two briefs located in S:/~Health Services\Anthrax Vaccine on the share drive.

### RESURFACE *Continued from Page 1*

slippage while walking or towing aircraft and gear on exposed decks," Hanson said.

The crews who worked on the project replaced the non-skid on the landing area and the landing run-off area. Hanson said it was his job to ensure the non-skid was replaced by the sub-contractors in the proper manner as per Lincoln's instructions.

According to Hanson, the time it takes to resurface depends on the overall size of the area being worked on.

"The first step is surface preparation where they clean off the old skid," Hanson said. "They either use a shot blast or an

ultra-high-pressured water blast. They take up all the old skid and leave a shiny, metal deck. Then, they'll clean it up and square it off before spraying down primer."

Hanson said once the primer is set, they need to let it cure for a certain amount of time, with temperature and weather exposure being the biggest factors in determining how much time that is. To help with that, Hanson said they covered the flight deck with white tents so the primer could set correctly.

"Once the primer has had time to cure they apply the non-skid," Hanson said. "This also has to have time to cure. When that cures, they'll use color toppings,

which is all the visual landing air markings for the flight deck."

The resurfacing of the flight deck enables Lincoln Sailors and the embarked air wing to complete their jobs safely and effectively.

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## Local Stories

# NCPACE: ESO helps Lincoln Sailors continue their education; A bachelor's, master's degree possible through program

By MCSN KATHLEEN CORONA  
Penny Press Staff

USS Abraham Lincoln's (CVN 72) Educational Services Office (ESO) is now enrolling Sailors for the Navy College Program for Afloat College Education (NC-PACE), which kicks off during Abe's deployment this spring.

NC-PACE offers transferable, degree-oriented courses to all qualified Sailors on a deployable sea command. The courses are taught by embarked college instructors or via interactive computer (distance learning). Academic skills, pre-college, college and graduate course work is available from accredited institutions contracted by the Navy.

"Education is so important these days," said Chief Navy Counselor (SW/AW) Dena Scott. "Whether planning on retiring from the Navy or separating, everyone needs an education."

Lauran Moore, an education advisor from the Navy College Office (NCO) in Everett, Wash., is on board until the ship reaches San Diego, Calif., to assist Lincoln's crew with the NC-PACE program.

She has been helping establish a degree plan for Sailors, check credits and assist in the enrollment process.

"It's been great having her here," Scott said. "The Commanding Officer, Executive Officer, Command Master Chief, and everyone else in the chain of command is behind this program and is glad to

have Mrs. Moore here."

NC-PACE offers more than 170 distance learning courses for Lincoln Sailors. Once enrolled, each person will need to purchase the books and CD-ROMs needed for the class. When they are ready to be tested, the ESO will give the student their tests.

The instructor-led classes require a little more coordination

According to Moore, in order to get an instructor on board, more than 20 Sailors are needed in one discipline (English, history, et cetera).

"It justifies the cost of flying an instructor on board and having them stay on the ship," she said.

Enrolled students attend the classes like they would at a shore-based college or university. Exams are conducted by the instructor.

In order to enroll for the courses, Abe Sailors need to attend a brief by the NCO, as well as complete a check-off list and route a special request chit through their division officer and department head before heading over to ESO to sign up.

"NC-PACE doesn't detract from someone's tuition assistance," Scott said. "You can get your education for free. Right now tuition for a bachelor's degree is roughly \$45,000. With NC-PACE you can get that for free."

For more information about NC-PACE, Moore recommends visiting the ESO's page on AbeNet at [AbeNet/Departments/Admin/ESO/NCPACE](http://AbeNet/Departments/Admin/ESO/NCPACE). You can also contact Moore at [lauran.more\\_ctr@navy.mil](mailto:lauran.more_ctr@navy.mil) or stop by the Navy College Office when Abe returns to Everett.



Photo by MCSN Kathleen Corona  
Lauran Moore, an education advisor from the Navy College Office in Everett, Wash., briefs the crew of USS Abraham Lincoln (CVN 72) on the benefits of taking the Navy College Program for Afloat College Education while on deployment.

## Command Fitness Division buffs up fitness knowledge

By MC3 RONALD DALLATORRE  
Penny Press Staff

USS Abraham Lincoln (CVN 72) is taking physical fitness to the next level. A Command Fitness Division has been established to provide Sailors the opportunity to retain or regain their physical readiness.

"We felt that the command needed a little more structured guidance," said Lt. Cmdr. Ricardo A. Escalante, officer in charge of the division. "We needed to create something so that people would have a place to go to get physical fitness

information."

The Command Fitness Division, located in the Print Shop, 4-180-2-Q, will also be providing Sailors a place to receive an education on fitness to help them achieve their goals.

"We will offer information and education on healthy eating and weight management for those people who need the help, whether they've been assigned to the Fitness Enhancement Program (FEP) or just looking to improve their fitness level," Escalante said.

Along with providing Sailors the opportunity to better their health, the division

will also train department fitness leaders to make sure they are qualified and train them to use the Physical Readiness Information Management System (PRIMS).

"Our biggest goal is to increase the fitness level of the entire ship," Escalante said.

The Command Fitness Division is still being formed and could use the help of a hard-charging first class petty officer and another second class petty officer, Escalante said.

To apply for the job or for more information about the Command Fitness Division contact Escalante at J-dial 7147.

## Message from the fleet

# Perform to serve vital for Navy's future

## Program designed to monitor number of Sailors in each rating

By FORCM (AW) FREDERICK O. PHARR  
Special to the Penny Press

Our Sailors today need to be aware of the advancement opportunities available to them both in and outside their current ratings, and undesignated Sailors need to know what opportunities the Navy has to offer them across all communities. The Navy's Perform to Serve (PTS) program is designed to monitor the number of Sailors in each rating, especially first-term Sailors, and serves as a solution to over-manning and under-manning within certain ratings, which in the past has led to the separation of good Sailors before their time. It is a management tool designed to help undermanned rates get the people they need and to keep the overmanned rates trimmed down so the Sailors who want to 'Stay Navy' are able to 'Stay Navy.'

The first phase of the PTS program began in 2003, and was initially only concerned with CREO Group 3 Sailors. This was followed by a program expansion in February 2004 to include first term Sailors in CREO Group 2 and a conversion only option. In February 2006, the program expanded to all first-term Sailors recommended for retention regardless of their reenlistment intentions. It provides authorization for in-rate reenlistments or conversion options for those approved.

There are very specific guidelines and steps which must be adhered to by Navy chains of command to ensure our first-term Sailors are able to reap every advantage of the PTS program. The optimum time to submit a PTS request is 15 months prior to the Sailor's EAOS/PRD. This timeframe affords the Sailors the maximum number of looks (6) within their peer group. Additionally, any application submitted with less than 12 months from EAOS or PRD will be reviewed monthly until six months prior to EAOS/PRD.

Early engagement begins with the first Career Development Board (CDB), conducted by the CMC or Dept LCPO. Chains of command are responsible for ensuring each first-term Sailor is given this opportunity to evaluate where their rating community is headed in regards to manning in the future. If the community

expects to become overmanned in the next five years the Sailor may wish to convert to a rating with more available advancement opportunities. This process will assist the Sailor with the decision for conversion choices. When a Sailor requests a rate conversion, eligibility must be verified. If the Sailor does not qualify for the conversion rate, they may retake the ASVAB exam to enhance their opportunity to qualify for the desired rating.

Sailors also need to be aware that once selected for a conversion to a rate through PTS the decision is final. Too often requests are submitted from commands for Sailors that have received permission to convert to a rating and then the Sailor changes their mind. That's why the CDBs are critical and must be completed. Unfortunately, that quota could have gone to a Sailor that may have been told to separate. Quotas are limited and this could cause other Sailors to miss out on an opportunity to convert, resulting in their separation.

The PTS application submission deadline is the last Friday of each month. Correct information is imperative to timely approvals; there are simply too many Sailors PTS packages that are not reviewed because of missed or incorrect information. The final retention decision is based first on that Sailor's performance, and secondly, on the manning within that Sailor's rating.

Often, commands are under the impression that the Commanding Officer has blanket authority to approve a 12 month extension for first term Sailors; this is not the case. Regardless of a Sailor's intent to separate at EAOS, all first term Sailors are required to submit a PTS application. All too often Sailors who have made the decision to separate will change their minds at the last instance and discover they are now behind in the PTS process. This can be a devastating mistake, and can ultimately result in the Navy losing a Sailor who wishes to "Stay Navy," but simply waited too long to submit the paperwork to do so.

Let's help the Sailors who want to "Stay Navy" by providing them with every opportunity to do so. Conduct the CDBs and let them know what their options are. Submit those PTS requests at the first opportunity and follow up. Keep these Sailors on a path full of advancement opportunities for their future careers.



# Arts & Entertainment

## Movie Review

By MCSN SEAN GALLAGHER  
Penny Press Staff

Don't answer that cell phone! At least, that's what you would expect to think during a horror film concerning calls from ghosts. Not even that will save you in Eric Valette's hodge podge film, "One Missed Call".

The film gets its origins from the Japanese film "Chakushin Ari" made in 2003 (which subsequently got its origins from a novel by author Yasushi Akimodo). Much like its predecessors "The Ring" and "The Grudge," "One Missed Call" is an Americanized version of its Japanese counterpart, including gratuitous product placement by Boost Mobile and Dell. A note of interest about the crew involved is that the author of the novel is one of the writers involved in the production. However, that's not necessarily a saving grace in this instance.

The movie opens with a very brief and confusing scene involving a burning hospital and the lone child survivor. Cut to a small, but apparently affordable Japanese-style luxury condo in America. We find a young college woman and her cat brutally murdered by what appears to be a very angry pond, possibly a ghost. Her cell phone begins to dial up numbers by itself and our nightmare begins.

Having received mysterious voice messages detailing the future time and circumstances of their deaths, a young woman by the name of Beth Raymond leads a hokey brigade of awkward young adults as she watches them die around her.

Beth struggles along with the audience to understand what's

happening to her friends and loved ones. I put emphasis on understand too, because sometimes you will wonder, "Why are they showing me this?" only to find out at the end and think, "Wow, that was stupid." Aided by a "cop who believes" named Jack Andrews, Beth finds a trail of tragedy, asthma attacks, and bad CGI.

Following a string of loose plotlines (that remain fairly vague in the first hour or so), the two finally find one plotline they like and stick with it: child abuse. Beth's own traumatic childhood and desperation to stop this strange cell phone curse leads her on a journey to find out what happened to the little girl who was the only survivor of the fire in the hospital at the beginning.

There is a twist near the ending, but it's not that mind bending. I won't give anything away just in case you want to go see this film, but be warned, it's a mediocre conclusion at best. At worst, it is a predictable, unsatisfying ending in which many characters without any development die for absolutely no reason.

This flick comes complete with your standard creepy orchestral music with sudden, loud bangs to scare you. If that is your flavor of scary, this just might be the campy horror fest you should go

see with your friends. If you are into complex plots that have characters with rich stories and unfolding interest, perhaps you should wait this one out.

In the end, this movie is boiled down to a simple equation. "The Grudge" plus "The Ring" divided by a splash of "Final Destination" equals another horror movie that will likely leave you wishing you had made "One Missed Call" into "One Missed Movie."



**MOVIE PRICES TOO STEEP FOR YOUR POCKETS?**

**MWR IS SELLING \$5 TICKETS TO ALL REGAL AND AMC THEATERS.**

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# Arts & Entertainment

## SPORTS

By MC2 JORDON BEESLEY  
Penny Press Staff

In the not so distant past, football fans were calling for Brett Favre's resignation, it seemed the perennial pro-bowl quarterback was washed up and had lost his adoring, childlike passion for the game he loved.

After having a spectacular regular season, and lighting up the Seahawks' over-hyped defense at the frigid and snowy Lambeau Field, Favre had the best playoff-quarterback rating of his career. Favre has now dispelled any talk of being "too old."

At 38, Favre looks better than ever, and much of his success can be attributed to the youth and depth at the wide receiver position. Donald Driver, Greg Jennings, James Jones and Koren Robinson are all skilled at receiver, something the Packers haven't had in recent memory.

With the sudden stardom of tailback Ryan Grant, the Packers running game is in formidable form, fresh off a Seahawk shellacking, Grant looks to be the keystone to the Packers' championship run.

A 201-yard rushing game in the playoffs is unheard of, but Grant can't claim all the credit for those yards. It takes a great effort from the offensive line to accomplish such a feat. If the big fellas up front play like they have been, the mighty New York Giants will be the last obstacle to topple before a shootout with the Patriots in the Super Bowl.

Last week, the Packers' line was so good that Pro-Bowl defensive end Patrick Kerney of the Seahawks didn't have a tackle.

Not to discount the Giants improbable run thus far, but they don't stand a chance in cold conditions, in which Eli Manning has had four touchdown passes and seven interceptions, and a frigid 58.6 passer rating. Lambeau Field is one of the best in football because the underground heating, but any moisture will freeze with below-zero wind-chill temperatures for a night game. A slick field is an advantage for the Packers' offensive

line. It can gain leverage on blocks against a lighter defense; Giants pass rushers might have a tougher time with footing.

Oh yeah, I almost forgot to mention the team that's on its way to a legendary perfect season. The highest scoring team in NFL history, the quarterback who's thrown more touchdowns than any other, and the record breaking receiver who seems to be running down the field among boys: The New England Patriots can't be stopped.

As I predicted in week 5, they have yet to be beaten, and they won't be, barring a scandal in which the referee's throw the game or a monumental injury to Tom Brady.

Overmatched and injured, the Chargers limp into the AFC Championship Game thankful they've finally won a playoff game. They'll be no match for the razor-sharp Pat's, who carved them up in their last meeting, jumping out to a 24-0 lead and never looking back on their way to a 38-14 blowout.

In many ways, facing this year's Patriots must feel like having to play the Chicago Bulls back in the Michael Jordan era. Teams would gear up to make their best run, and Jordan would make some unbelievable jump shot or some long bomb from the outside to frustrate them. Like the Bulls, the Patriots are clearly a dynasty -- this is their fifth AFC Championship Game in

seven years -- and they are vying for their fourth Super Bowl.

The Chargers-Patriots rivalry isn't on the same level as the Colts-Patriots, but it's becoming the next-best thing. These two teams really don't like each other.

Last year the Patriots caused organizational problems by defeating the Chargers. The uproar created from the heart-breaking loss spurred changes across the board. How sweet would it be if the Chargers could return the favor on an even grander scale?

Witnessing an undefeated season would be magnificent indeed, but even more grand would be the fallout, and backlash, of a loss. Maybe then the media's infatuation with the Patriots would subside and the annoying and arrogant persona that resonates throughout the team would be deflated.



Courtesy Photo

**NFL's Green Bay Packers' quarterback, Brett Favre, 38, is having the best year ever with the best playoff-quarterback rating of his career. Will this guy ever stop?**

## Safety Note

# Another safety warning for Abe Sailors

BY THE NAVY SAFETY CENTER  
Special to the Penny Press

Welcome to the latest edition of the official newsletter of O.O.P.S, the Organization of Obvious Precautions and Safe-guards, and voted "Best Emergency-Room Reading Material" four years in a row by ambulance drivers and nurses.

Motorcyclists have proven to be some of our most reliable correspondents. Sometimes, they complain that we are unfairly picking on them, accusing us of being fuddy-duddies, chickens and spoilsports.

The anti-helmet crowd sometimes pipes up with various illogical diatribes. Occasionally, the Harley guys and the sport bike guys snipe at each other and we just try to stay out of the crossfire. And finally, we do receive cogent explanations of various technical aspects of motor-cycling, so we're hoping someone can explain the following.

It seems a foreign civilian employee in Greece was on his way to work and stopped en route for an unnamed errand. Running late, he remounted, slapped it in gear and poured on the coals. Everything was working like clockwork, except he had forgotten to take it off the kickstand. What followed was an immediate loss of control and major injuries, including a punctured lung, broken ribs and a broken wrist. He didn't get back to work for six weeks.

So, have any of you "vroomers" out there ever launched your motorcycle without taking it off the kickstand? If so, what was up with that?

Here's a headline and you can write the story: "Sailor Sees Stars Thanks to Satellite Dish." We'll even throw in a subhead: "Here's Hoping He Had the First-Aid Channel."

The elements of this story are an MA2, a backyard in Italy in need of cleanup because of weeds and debris, a satellite dish mounted four feet above the ground and sporting a smooth, sharp, sheet-metal edge. The final element of this story was a head laceration.

Having ruined my eyesight by reading a bazillion mishap reports, I sometimes think I've seen it all. Then I read one like the following, and I think, "Excuse me?"

A civilian nurse at a Navy hospital was sitting in her car in a parking lot. "She watched from her door window," the report says, "while an HMC and an HM2 coached a snake across the parking lot into the right front wheel of her car."

OK, time out. For starters, what the heck is "snake coaching?" I've coached tee-ball, and even though my team was a lot better at running around and yelling than they were

at offense and defense, I still can't imagine trying to coach a critter that lacks arms

and legs. Furthermore, isn't a car a safe place to be? Can't you roll

up the window and let the corpsmen do whatever it is they were doing in the parking lot to their heart's content?

Maybe it was a local ritual. Is there a conduit between the wheel well and the passenger compartment on the nurse's particular model of car? And if so, wouldn't it let in water when you drove through a puddle? And, finally, why is this report in our data base?

So many questions. The answer to that last one is that the nurse "was stressed" and had to go to a clinic. No lost time, though.

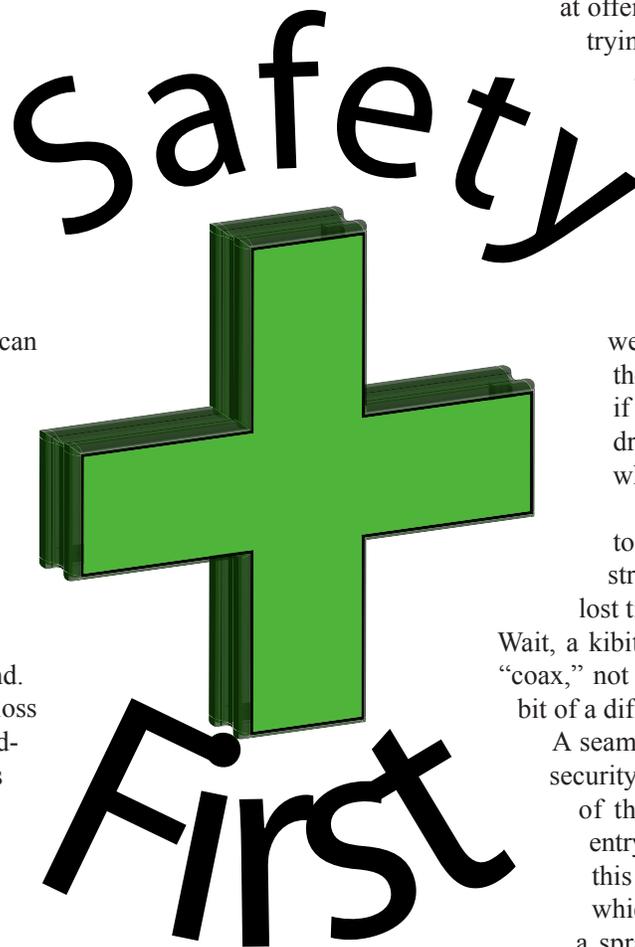
Wait, a kibitzer here says he thinks they meant "coax," not "coach." I guess that makes a little bit of a difference, but not much.

A seaman recruit in Texas was doing some security-operations training one night. Part of the exercise involved a threat at an entry-control point. He took off to address this threat, sprinting across a low spot, which threw him for a loop, producing a sprained shoulder and, theoretically, a win for the bad guys during this particular

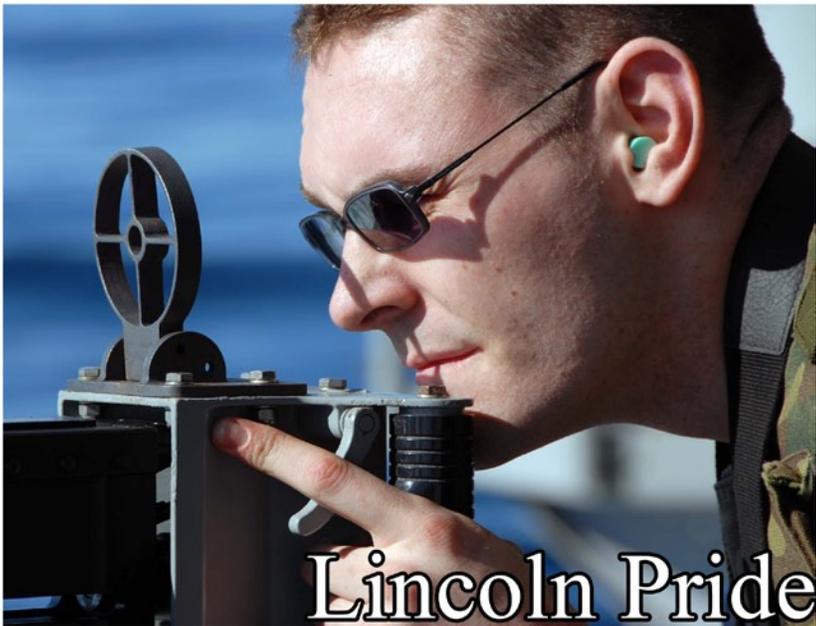
scenario.

He wasn't familiar with the terrain, the report says, and, as we have noted, it was dark. He was equipped with one of those devices that has batteries inside and a little button that you push to produce a portable beam of light, but he was in too much of a hurry to use it.

That's all for this week, shipmates. Until we meet again, please make a note: Being in a hurry doesn't improve your eyesight or make things more visible.



# Lincoln Pride



Lincoln Pride

# *Lincoln Pride*



All photos by Media Department

# Final Thoughts



## Shipmates

The strength of a warship lies in the hearts and hands of its crew.



Photo by MCSN Chantell Wilson

Aviation Maintenance Administrationman Airman (AW) Ricardo Rosas of USS Abraham Lincoln's (CVN 72) Aircraft Intermediate Maintenance Department receives his Enlisted Aviation Warfare Specialist designation in the Forecastle Jan. 20.

## Editor's Top 10

### Top 10 reasons we woke up in the middle of the night last night.

10. Waldo isn't going to find himself, you know.
9. Taco Bell withdrawal left us shaking, sweating and itchy.
8. Because it's easier to dream during your next CDB.
7. Someone near our rack was not only sawing logs, they were doing it with the world's biggest chain saw.
6. Every time we rolled over onto our left shoulder we screamed in pain from our Anthrax shot.
5. Because we just don't see enough of each other in the other 16 hours of the day.
4. Because it's never too late for Sports Center, especially because the later it is the more bowling they show.
3. The 3M work center supervisor was crying in their sleep last night, saying something about 3MI and spot checks over and over.
2. The internet only really works OK some time around 3 a.m., and we all needed our daily Perez Hilton fix.
1. We could have sworn we'd heard Man Overboard drills in our sleep...



## San Diego Liberty Vans!

**MWR will be providing a liberty van while in San Diego. Any Lincoln Sailor not on duty and with a valid drivers license can volunteer to drive the van. Stop by MWR to volunteer!**

**Van schedule:**  
**Sunday 6 p.m. - 1:30 a.m.**  
**Monday 10 p.m. - 1:30 a.m.**  
**Tuesday 10 - 2 a.m.**