



Lincoln's Pollywogs transition to Shellbacks

BY AN ASHLEY HOUP
Penny Press Staff

Over two thousand Sailors made the transition from "slimy" Pollywogs to Shellbacks during a Crossing the Line ceremony on board USS Abraham Lincoln (CVN 72) April 24.

Master Chief Aviation Ordnanceman Joel Clayton, a Shellback since he crossed the Equator in 1980, played the role of King Neptune, also called Neptunis-Rex.

"Becoming a shellback means Sailors have gained experience in the Navy and proved they can shoulder the burdens and responsibilities at sea," Clayton said.

The night prior to "Wog Day," Davey Jones paid a visit to Lincoln's Commanding Officer Capt. Patrick Hall to inform him that the Wogs aboard the ship needed to be cleansed before entering his territory.

The Wogs were woken up in their berthings at 4 a.m. Pollywogs were then transported from place to place about the ship, while holding hands and singing nursery rhymes.

The Wogs were served a breakfast consisting of green eggs, ham and good morning grog, while lying face down on the deck.

They were cleansed of their slime in tanks of yellow-green salt water.

Clayton said safety was integral to performing the ceremony.

"Everyone was extra safe and finished the ceremony safely," said Clayton.

"We also implemented rules, which banned hazing. We had good fun so we can remember the good times on Abraham Lincoln."

The age-old tradition has been performed by military and several civilian vessels, and is widely known as a rite of passage



Photo By AN Ashley Houp

Sailors on board USS Abraham Lincoln (CVN 72) wait to be pronounced shellbacks after participating in Wog Day April 24.

for Sailors.

"My favorite part of the ceremony was riding up the elevator

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Bake Shop cooks up daily treats

BY MC1 JEANETTE BOWLES
Penny Press Staff

Sailors on board USS Abraham Lincoln (CVN 72) can always find cakes, cookies, bread and other delectable treats on the chow line to supplement their daily meals. These baked goods are the hard work of the eight men and women of Supply Department's S - 2 Division Bake Shop—the place that never sleeps.

Culinary Specialist Seaman Kim-

berly Main, one of the Bake Shop's cooks, said the day crew shift begins about 8 a.m.

"Basically, we come in and get stuff prepared for lunch and dinner," Main said.

Main said preparing for lunch and dinner includes baking bread, icing and slicing cakes, and making sure everything is ready for each meal. She said one of the things that helps is that the night crew does all the baking.

"Before the day is over I write down a pass down of what needs to be done for the following day as far as cakes go or cookies

baked," Main said. "The night crew takes care of it. They have more time. They only have one meal to worry about which is breakfast. That starts at 3 a.m. and they come in at 7:30 p.m. They prepare all the desserts for lunch and dinner. They help us out, we help them out."

Main said most everything the bake shop makes already comes pre-made and they just add the "special touches" such as eggs, water, and oil. Two things that are homemade

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Local Stories

WOG

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and being hosed down with the salt water...It was a hot day," said former Wog Yeoman Seaman Amber Munoz of Strike Fighter Squadron (VFA) 2. "Designing your own Wog shirt was also a great time to be creative and have a little fun. I had fun going through Wog Day and I can't wait to cross the equator again and go after the new Wogs," She said.

Crossing the Line is a very special moment in a Sailor's naval career.

"Not many [Atlantic] fleet ships get the opportunity to cross the line and become Shellbacks," said Clayton.

"No one can go through the rite of passage ceremony to become a Shellback, except a Sailor." It's an experience they'll remember for the rest of their life. It's just the extra special something about being a Sailor."

Sailors who are proclaimed Shellbacks carry with them age old pride and tradition of the Navy.



Photo By AN Ashley Houpp

Shellback Sailors look on as Lincoln Wogs await judgement at the conclusion of thier Wog Day festivities on board USS Abraham Lincoln (CVN 72).



Culinary Specialist 2 Class Gregory Guittap, supervisor of USS Abraham Lincoln's (CVN 72) Bake Shop, begins to add the finishing touches to a cake he made. Lincoln's Bake Shop is responsible for making all the bread, cookies, cakes and other deserts for meals. Sailors in the Lincoln Bake Shop make an average of 20 sheet pans of cakes for the crew daily, as well as many special request cakes. Each cake is individually iced and decorated for the crew, as well as reenlistment and retirement cakes.

Photo By MC1 Jeanette Bowles

BAKE

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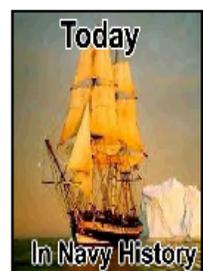
by the cooks are the bread and dinner rolls. She said these are made by the day crew.

During the day, Main said she usually is busy making cakes for cake requests and cakes for the meals.

"Decorating cakes is my favorite part," Main said. "Everybody has a sweet tooth, everyone needs a little sugar in their life."

On a daily basis, Main said the bake shop will make 450 loaves of bread, 20 sheet pans of cakes, six pans of brownies and 600-700 cookies. They also go through five bags of sugar, 150 pounds of flour, 30 dozen eggs on a daily basis. For cake requests, Main said she she'll do about six a week.

Main said the biggest challenge for her is the hours put in each day. "It's constant work," Main said. "Every second and minute is busy. You have to make sure everything is ready. We have lunch to put out and dinner to put out. We're constantly working. If we're not cooking, there are things that need to be done around here. We keep ourselves busy with cleaning and making sure the bake shop is squared away. It's a lot of work."



April 27

- 1805- Naval forces capture Derne, Tripoli; raise U.S. flag over foreign soil.
- 1813- U.S. Navy and Army capture York (now Toronto), Canada.
- 1861- President Lincoln extended blockaged of Confederacy to Virginia and North Carolina

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Local Stories

Members of ALFA send messages from home

By GAIL HALL
Special to the Penny Press

Hello all, I wanted to take a minute and let you know what is going on here at home. Our Abraham Lincoln Family Association (ALFA) is growing fast. The highlight of the meetings is putting together the monthly calendar to be sent to the ship.

I hope you all are enjoying the photos and messages families are attaching for you. Out of town families and parents of our young Sailors are encouraged to send squares to be included on the calendar.

At the April meeting, we had approximately 100 families represented. Did you know that the Capt. Patrick Hall calls the meetings and talks with us via speaker phone?

The last question he asks is always, "How many folks are there tonight?"

We draw one calling card for every 10 spouses who attend the meeting. Last month we drew 10 calling cards. The command master chief, CMDCM Eric Schmidt, is notified of the winners and then they may pick up their free calling card from him.

Spouses who attend receive First Kiss tickets to be drawn

at the end of cruise for Homecoming. Children who attend ALFA Jr. receive First Hug tickets also to be drawn at the end of cruise. If your child or spouse's ticket is drawn you will be in the second group let off the ship after the new fathers and grandfathers.

The Child Care Center on base is providing free child care for children kindergarten age and younger. Fleet and Family Support Center is providing a program for out school age children. I am happy to say this is a first in the Northwest region.

Right now we have over 50 children participating in this new program. The staff helps children by providing a safe environment to meet their peers and talk about issues that our Navy children experience.

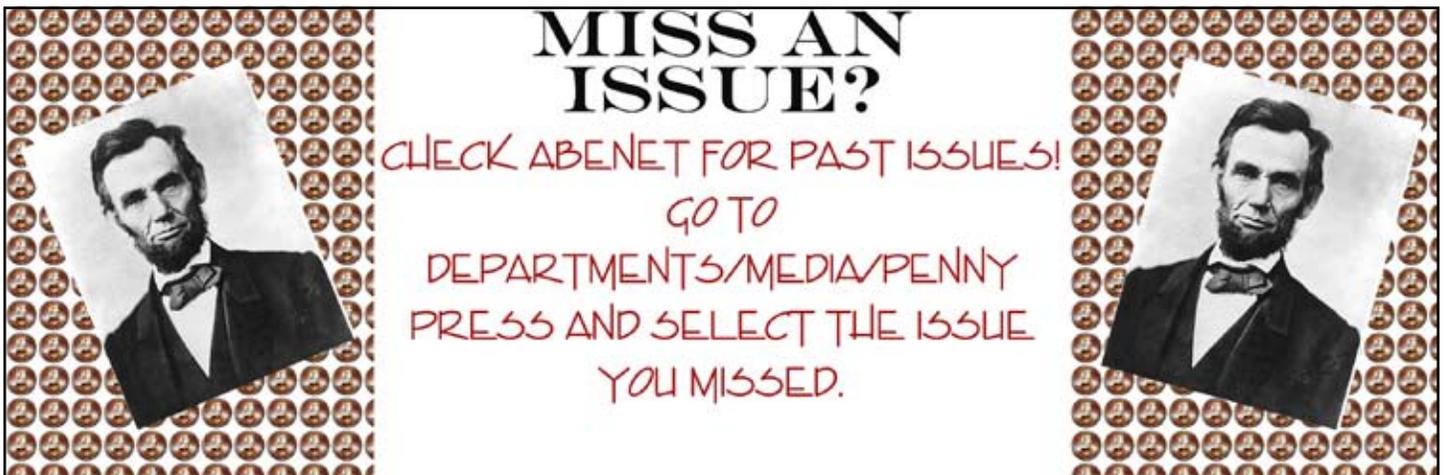
Last month the younger group made a grocery list for the ship. The bonus question for the Supply guys on board is "How much toilet paper does the ship need?"

The boys, of course, thought this was funny. They all made their guesses and will find out at the next meeting who was the closest.

The Captain and I are proud of all of you. You are working together as a team and so are our families back home. Please encourage your family to get involved. I think they will be pleasantly surprised when they attend their first ALFA meeting or social. More information can be found on our website at www.lincolnalfa.org.



Photo Courtesy of Gail Hall



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WOG TALENT SHOW





Lincoln Pride

Authority Zero brings back the summer

BY MCSN KAT CORONA
Penny Press Staff

This will be my last music review for at least three months. When I took over this column it was supposed to be a one-time only thing. A friend of mine had released a CD and I thought I'd give him some free press. I ended up having so much fun writing it that I named myself the "Music Review Person." Now I'm relinquishing this column to anyone who wants to pick up where I left off. If you think you may have the time for a weekly column in the Penny Press contact our editors chambers.sonja@cvn72.navy.mil or liford.amy@cvn72.navy.mil for more information.

Months ago I reviewed *12:34* by my favorite band Authority Zero. I thought I'd revisit Authority Zero today for my farewell column by reviewing their live album *Rhythm and Booze*.

Normally, I'm not a fan of live albums. I generally think the songs on live albums sound better on the studio albums, the constant cheers from the audience annoy me and if I wanted to hear something live I would just go to the concert.

Rhythm and Booze might be the first time I have actually loved a live album.

During their break from touring in 2006, the band was supposed to be creating their latest CD, which was due out in the summer of the same year. Instead, they decided to try to recreate songs from two previous albums ("*A Passage in Time*" and "*Andiamo*") for one live, acoustic album.

They gathered their troops, played around with the songs and met up in Tempe, Arizona, for a bash with their fans; thus creating "*Rhythm & Booze*."

The songs were toyed with, creating a jazzier, ska, and dub sound to some of my favorites. The result is a sweet album of music you can seriously chill to or even rock out a little bit. Someone once told me the CD made them think of patchouli oil because it's so mellow.

Hailing from Mesa, Arizona, Authority Zero seriously forces me to reminisce about the good, old days in the Southwest. They have a sound that cannot be mistaken as being from anywhere else in America.

The CD starts off with a quick introduction from the band. They heckle everyone from the venue's security to each other and even the fans. They encourage everyone to take advantage of the "14 cent beers."

Jason DeVore, Authority Zero's lead singer, has seriously one of the greatest voices in the business. He's got an insanely fast delivery and can go from a screaming, loud, raspy rock voice to a mellow, smooth, melodic style. I can't get enough of his voice. Like I said in my *12:34* review, I am mildly obsessed with his voice.

They kick the music off with "A Passage in Time," a head-bobbing, catchy song. It's high energy, it's fun to sing along with and it's a great starting part for the album.

A little playful bantering and request for "a little more guitar on the monitors" brings you straight into "Retreat," an addictively mellow song dripping in dub-style. This song is the epitome of a chill song.

My favorite song on the album comes next. DeVore asks the crowd if they want to hear a jazz song and is answered with cheers. "Siempre Loco" is smooth, jazzy with a hint of Latin-spice. The original version of this song sounds so completely different. It's faster and louder, it's hard to believe they are technically the same songs.

Every song on the album is good. I could fill way more than my allotted space in this paper talking about each and every song, but I think my editors would get very annoyed with me.

If you're into mellow punk with a smattering of jazz, ska, and dub you seriously need to check out this CD. It's great for a relaxing "kick back" with your friends. It makes me think of summers, sitting outside in the dark with a group of friends and having a great time.



Lincoln Pride

Does the big man or the little man own the game?

By IT3 KYLE AVERY
Special to the Penny Press

With the NBA playoffs in full swing, there is one big question circulating around the league this post season. Is the NBA still a big man's game or has the table turned?

As long as I can remember there has been Wilt Chamberlain, Kareem Abdul Jabbar and Shaquille O'Neal types dominating the league for NBA titles and MVP awards. The one exception to the big man theory is Michael "Air" Jordan who was arguably the greatest of all time big or small.

There is now a changing of the guard of sorts with people wondering who really dominates the NBA today? The answer, smaller players.

Many argue that this is an impossible claim and that the bigger you are the better you are in the NBA when the hoop is still 10 feet off the ground, the fundamental point of the game is scoring, rebounding, blocking; the list goes on and on showing how bigger is better in the NBA, but more and more are seeing it another way these days.

The game is evolving into a smaller man's game there is no denying it. With superstars like Kobe Bryant, LeBron James, Steve Nash and Chris Paul leading the way, it's hard to debunk this growing argument.

As you take a look around the league, there is an ever-expanding fan base for the speed, athleticism, and high flying acrobatics that the smaller, more agile players bring to the table. This draws the crowds and generates the buzz that is the NBA today.

With the progression of basketball over time, we have seen it change pretty dramatically. With more of the offensively geared players taking leaps forward and rule changes generating higher scoring games, defense becomes more of a thing of the past.

Being able to stretch the court and play a run-and-gun type of offense is much more common these days and appeals to the masses more. Traditionally, big men don't really have any advantage and tire much more quickly than the better-conditioned,

smaller men.

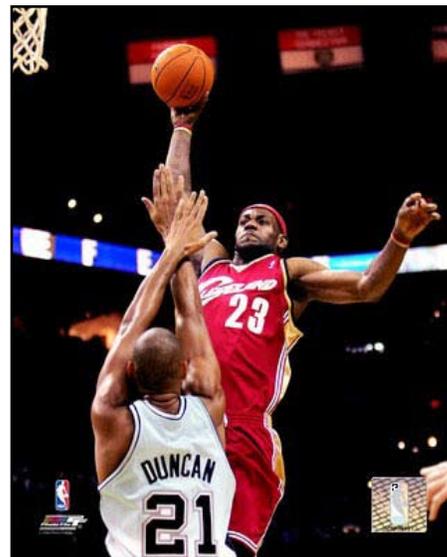
Many also feel the smaller men can create hype like big men cannot. Would you rather watch a six-foot-tall man dunking over a seven footer standing under the rim or visa versa?

It has more of a David vs. Goliath feel to it which we all love to see. The NBA's poster boys; LeBron James, Kobe Bryant, Dwayne Wade and Steve Nash prove this. And if that isn't enough to convince you, how about the fact that those four players had more jersey sales last two years than anyone else in the NBA, according to nba.com's hottest sales list.

It is common knowledge in sports that without your team, there can be no victory. But more than any other watched sport, basketball can have one star take over a game and win it for his team.

The simple fact today is that teams are "dishing the rock" to the smaller guys more often when the game is on the line, that is what I like to see.

LeBron James, of the Cleveland Cavs and Tim Duncan, of the San Antonio Spurs clash in a prime example of how the old school style of "bigger is better" in the NBA is taking a back burner to the speed and agility of the smaller competitors. Both the Spur and the Cavs are currently competing in the playoffs in their respective conferences.



Courtesy Photo







water conservation is key







-  **turn off faucet when not in use**
-  **take shorter showers**
-  **report all leaks to DC central**
-  **do not use leaking equipment**

Local Stories

Changes in UCMJ on the way for Sailors

By LEGAL DEPARTMENT
Special to the Penny Press

The new 2008 Manual for Courts-Martial just hit the bookshelves and it contains some new and important changes to the Uniform Code of Military Justice (UCMJ).

As everyone knows the UCMJ is the statute which governs the administration of discipline in the armed forces and contains all the military criminal offenses for which service members can be punished.

The UCMJ applies to all active duty service members no matter where they're located around the world.

If conduct is illegal under the UCMJ then it makes no difference if that same conduct is legal in the particular state or country where a service member finds him or herself, they are still subject to the rules spelled out in the UCMJ.

Most of the major changes or additions to the UCMJ fall in the area of sexual offenses.

UCMJ Article 120 which was formerly the rape statute has now been expanded to cover all non-consensual sexual offenses.

Many of the sexual offenses which were previously covered under article 134 such as indecent assault, indecent acts, and indecent exposure are now all covered under article 120.

The biggest change to article 120 comes in the addition of the offense of Aggravated Sexual Assault.

This offense was added because the traditional rape statute requiring force and lack of consent was difficult to apply to the type of offenses commonly known as "Date" or "Acquaintance" rape which make up the majority of the sexual assaults reported in the military.

The new offense makes it a crime to engage in a sexual act with another person if that person is substantially incapacitated, substantially incapable of appraising the nature of the sexual act or substantially incapable of declining participation in the sexual act.

Now, this doesn't mean that if you were drunk and had sex with someone you wouldn't have if you were sober a crime has been committed.

However, it should be clear from the language of the new Article 120, if you engage in sexual activity with someone who has consumed a lot of alcohol or any other intoxicating substance you run a big risk of violating this law and going to jail.

Another change is the addition of the criminal violation under Article 134 for Patronizing a Prostitute.

As was briefed prior to arrival in Singapore, this offense was added in an effort to prevent US Service Members from patronizing businesses or organizations involved in the trafficking of persons.

These organizations are heavily involved in prostitution even in areas where prostitution is legal and there is a very good chance that the women working as prostitutes in any location have been trafficked either locally or from other parts of the world.

So it is now a UCMJ violation for service members to use the services of a prostitute even if it is legal in the state or country where they are located.

The maximum punishment is up to 1 year of confinement and discharge from the service with a Bad Conduct Discharge.

So the next time you're in Thailand on a port visit go ahead and relax and have that massage.

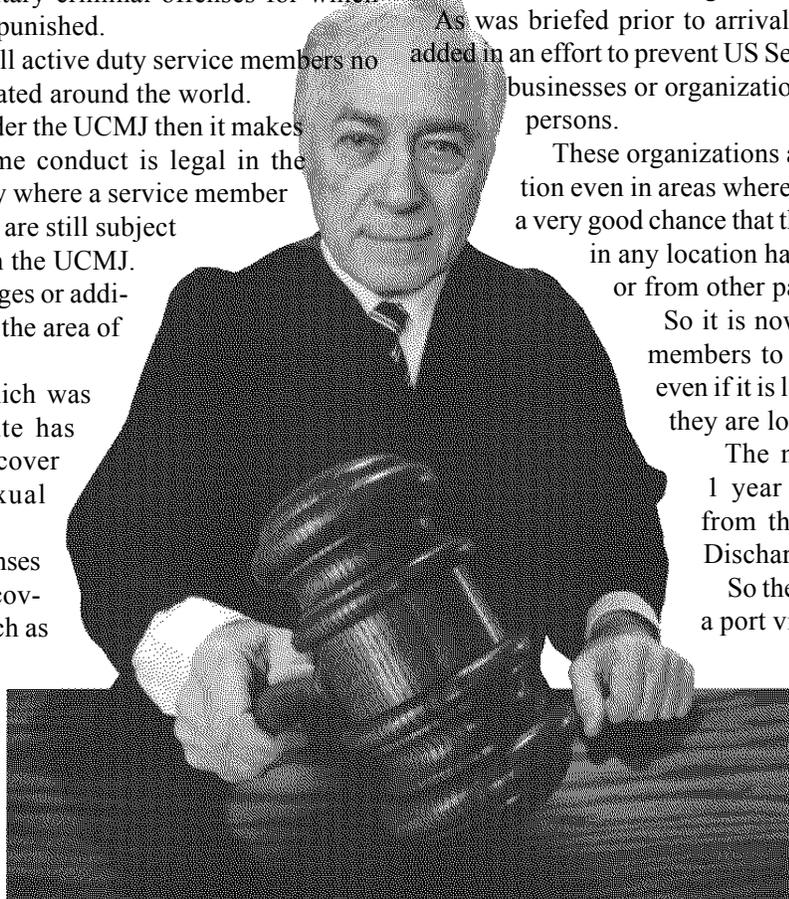
The last big change to the UCMJ is the addition of Article 120a - Stalking. 120a makes it an offense to engage in a course conduct that would cause another person to fear death, bodily harm or sexual assault to him or herself or to a family member.

This could be accomplished in a number of ways to include a pattern of threatening e-mails or postings on pages such as My Space.

So if you break up with someone just let it go, you'll get over it. If you send a bunch of crazy e-mails or follow them around in your car for the next month you may end up in jail.

Remember we are all responsible for knowing the UCMJ and ignorance of the law is no defense.

If you have any questions about anything put out in this article or any other legal issues feel free to stop by the legal office.



Local Stories

Sun Kings display talents to Lincoln

By MC3 GEOFFREY LEWIS
Penny Press Staff

Keeping a watchful eye on the horizon, Carrier Airborne Early Warning Squadron One Six One (VAW 161) "Sun Kings" acts an essential component between pilots and crew stationed aboard Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72).

Operations Officer for the Sun Kings, Lt Cmdr Norm Presecan compares the role of the squadron's four E-2C Hawkeye aircraft with that of a quarterback at a football game.

"We go airborne, normally, in the beginning of the launches," Presecan said. "We stay airborne and coordinate with the warfare commanders, the strike warfare commander or Command Carrier Air Group (CAG). We act as a conduit between the pilots and the ship to work out solutions to their problems."

The E-2C is the Navy's all-weather, carrier based tactical battle management airborne early warning, command and control aircraft. Additional missions include surface surveillance coordination, air interdiction, offensive and defensive counter air control, close air support coordination, time critical strike coordination, search and rescue airborne coordination and communications relay.

"I like to say, 'if the plan works, there's really no need for a Hawkeye,'" Presecan said. "It's when plans start falling apart or changes happen that the E-2C makes its money and tries to rectify a situation."

One of the biggest impacts VAW 116 has on the capabilities of Lincoln and CVN 72 is to act as an airborne radar, which has a much further radar horizon than ship-based radars. Presecan said this is possible because of the most distinguishable feature of the E-2C, a large antenna dome atop its large airframe.

"There's two types of radar in the dome," Presecan said. "The first is a true radar that can see over 300 miles. The other is an

Identification Friend or Foe (IFF) radar. What the IFF does, is send out an interrogation pulse to other aircraft and they respond with various bits of information for us. We call it a primary and secondary system; primary being the true radar and the secondary is the IFF system."

Should an aircraft or even another ship not respond to the IFF signal, the E-2C will report the contact to the warfare

commanders, who will then determine what course of action to take.

"Sometimes we'll be told to continue tracking, while other times they will launch an alert fighter or divert one that's already in the air to escort or visually identify them," Presecan said.

After completing its mission in the air, the E-2C has the daunting task of landing its fifty-seven foot, seven inch wide frame



Photo By MC3 Geoffrey Lewis

A pair of E-2C Hawkeyes attached to Carrier Airborne Early Warning Squadron One Six One (VAW 116) "Sun Kings" performs a precision fly by during an air power demonstration held for the crew of USS Abraham Lincoln (CVN 72).

onto the landing area of the flight deck.

"I'm a Naval Flight Officer (NFO), so I sit in the back. I don't get to watch the approach," Presecan said. "I've been flying in airplanes for almost 10 years, so I've got the experience to know what a scary approach is and what a not-so-scary approach is. The Navy's been doing this for years now, and we've got it pretty well down to a science of what's safe and what's not."

The Sun Kings are just one of 13 E-2C squadrons in the Navy, and Presecan feels he's working with the best in the fleet.

"It's not just because we've got great pilots and great NFOs but we've also got a great maintenance team," Presecan said. "All the Sailors work together. They know how important the aircraft is for the air wing and for strike group operations in general. It's just a fantastic group of people to work with."

Local Stories

Sun Kings rockin' since 1967

COMPILED BY MCSN KAT CORONA
Penny Press Staff

VAW 116's mascot is the King of Rock and Roll, Elvis Presley, which is why each of their four aircraft bears the names of important people in Presley's life.

Commissioned on April 20, 1967, VAW 116 is one of four Carrier Airborne Early Warning squadrons located on the U.S. West coast and received the E-2B aircraft.

The Sun Kings were originally attached to Attack Carrier Air Wing 15, where they completed three Far-East deployments, before transferring to Attack Carrier Air Wing nine.

In July 1975, VAW 116 transferred once more to Attack Carrier Air Wing Eight.

While with CVW 8, VAW 116 and the rest of the VAW community were moved from Naval Air Station (NAS) North Island to NAS Miramar.

In 1979-1980, VAW 116 transitioned to the E-2C and went on a Western Pacific (WESTPAC)/Indian Ocean deployment with the USS Constellation (CV 62) in support of the Iranian Contingency Operations.

The squadron was then reassigned to CVW 2 in July 1981 and embarked on USS Ranger (CV 61) for another WESTPAC/Indian Ocean deployment.

Upon their return in October 1982, the Sun Kings remained with CVW 2 on board USS Kitty Hawk (CV 63) with whom they deployed on January 13, 1984.

In July of 1987, the Sun Kings deployed again with Ranger for a six-month WESTPAC deployment to provide support for the re-flagged Kuwaiti Tanker missions.

In 1989 the squadron deployed with Ranger to support operations with the Omani and Royal Thai Air Forces.

VAW 116 deployed with Ranger on Dec. 8, 1990 in support of Operations Desert Shield and Desert Storm.

During Operation Desert Storm, the squadron flew 1,364 total flight hours and spent 93 days on station in the Arabian Gulf.

The Sun Kings returned in January 1993 from a WESTPAC deployment in support of Operation Southern Watch in Iraq and Operation Restore Hope in Somalia, winning their third Battle "E" for 1992.

In February 1993, the squadron commenced a transition from the E-2c group 0 to the E-2C Group II aircraft. The Group II weapons system represented an advancement in avionics, communication, propulsion, airframe and navigation systems.

In May of the same year, they deployed to the Republic of Panama in support of the JTF-4 Special Operations.

Upon returning, the Sun Kings were awarded the AEW Excellence Award for 1992. This remarkable achievement recognized the Sun Kings as the premier VAW Squadron for the entire E-2C community.

In November, VAW 116 commenced a rigorous work-up cycle at NAS Fallon, Nevada. This cycle included "Rim of the Pacific," in which CVW 2 conducted joint operations with five other nations.

The squadron deployed with Constellation for another WESTPAC Nov. 10, 1994. During their six-month deployment, they provided vital surveillance of Iraq in support of the United Nations-enforced "No Fly Zone" of Operation Southern Watch.

In addition, they participated in military exercises with the Pakistani Air Force.

In February and March of 1998, the squadron deployed to Naval Station Roosevelt Roads, Puerto Rico, to conduct counter-narcotics surveillance operation in support of Joint Inter-Agency Task Force (JIATF) East Special Operations.

On 1999, VAW 116 was awarded the

Chief of Naval Operations Safety "S" after completing a WESTPAC with Constellation. They provided essential surveillance of Iraq once more in support of the United Nations-enforced "No Fly Zone" of Operation Southern Watch.

By January 2000, the Sun Kings were back at Naval Station Roosevelt Roads to support JIATF-East Special Operations.

In November 2001, the squadron detached to NAS Norfolk, Vir., in support of Operation Noble Eagle.

During this operation, the Sun Kings assisted in providing airborne early warning coverage over the East Coast as a result of the Sept. 11, 2001 attacks.

VAW 116 embarked on Constellation for WESTPAC '02-'03 for "Connie's" last cruise. They provided airborne early warning support of Operations Southern Watch and Iraqi Freedom.

Beginning in November 2003, the Sun Kings initiated a transition to the E-2C Hawkeye 2000 airframe, which was completed in August of 2004 when their fourth and final aircraft was delivered.

The Sun Kings then embarked on USS Abraham Lincoln (CVN 72) in October 2004 to execute an emergency surge deployment to the Western Pacific.

That deployment was extended when the Abraham Lincoln Carrier Strike Group was called to assist in Operation Unified Assistance in Banda Aceh, Indonesia as a result of the earthquakes and tsunamis that struck the area.

The Sun Kings were able to aid in the effort by sending members of the squadron ashore to help distribute food and medical aid.

The squadron returned to the seas in March 2006, completing a WESTPAC cruise that included Operations Foal Eagle, Valiant Shield and RIMPAC.

In March of 2008, VAW 116 deployed once again with Lincoln for another deployment to the U.S. 5th Fleet area of operations in support of U.S. maritime missions.

Final Thoughts



Shipmates

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



Photo By MC3 Johndion Magispod

Boatswain's Mate Petty Officer 3rd Zachary Lind of Deck Dept. receives a Captain's Coin from USS Abraham Lincoln (CVN 72) commanding officer Capt. Patrick Hall for his efforts while conducting DV tours of the ship's foc'sle.

Editor's Top 10

Unreal bake shop requests.

10. A to-scale replica of the Lincoln, including all personnel and aircraft made entirely of bread and sugar wafers.

9. Little cookies with each division's name in icing to be delivered every morning prior to quarters.

8. Weekly anchor-shaped cookies for the Chief's Mess.

7. All brownies served on the mess decks should now come with their own paper hats.

6. Morning deliveries of chocolate chip cookies for Media Dept.

5. Number 72 cookies for the First Class Mess. Daily.

4. Cakes emblazoned with the photo of a different Sailor every day.

3. Fresh cookies delivered with milk during breaks in flight ops.

2. Cakes for no reason other than to say "Hey, I love you man."

1. Biscotti. Please.

DO YOU HAVE AN IDEA FOR A CLUB OR A CLASS ?

Contact the MWR office at 7028 to check into the possibility of making your idea a reality!