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Lincoln Sailor's life saved by Navy medicine

Photo by MC2 Barry Riley

Aviation Ordnanceman Airman Jerell McCool poses for a photo at USS Abraham Lincoln's (CVN 72) Aviation Intermediate Maintenance Department.

Story by MC2 Barry Riley
Penny Press Staff

"I started noticing chest pains and had difficulty breathing. There were times I even thought I was having a heart attack and had to sit and calm down," said Aviation Ordinanceman Airman Jerell McCool, of USS Abraham Lincoln (CVN 72) Aviation Intermediate Maintenance Department. "I worried because my grandfather died at age 35 because of a heart attack, and my father, who is now 53 years old, has had four heart attacks since he was 40."

McCool, who has been stationed on the Lincoln for more than three years, had been a normal, happy-go-lucky, hard charging Sailor, in good health until he started to experience these symptoms. He started to notice the symptoms while the ship was underway on its 2008 deployment.

"Eventually, my chief made me go to medical to get checked out," he said. "I was nervous to hear what was wrong with me."

On his visit to Lincoln's medical services McCool was hooked up to an electrocardiogram (EKG), at which point the doctors discovered an abnormal heart beat.

"The first thing I asked was how bad it was, and will I live," he said.

McCool was referred to Naval Hospital Bremerton shortly after, where a gauntlet of tests and blood work were administered. The doctors eventually diagnosed him with Wolff Parkinsons White Syndrome (WPW).

According to WebMD.com, WPW syndrome is a rare heart disorder that causes irregularities in the electrical pulses in the heart. In individuals with WPW syndrome, an abnormal alternate electrical pathway occurs between the atrium and the ventricle, causing abnormal heart beats.

See 'McCool,' pg. 3

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Know Your Shipmates

ENFN
Matthew Thayer

Hometown:
Lake Stevens, Wash.

Quote:
"Live life to the fullest."

Hobbies:
Working on my car, seeing movies.

What I like about my job:
"I have good hours and I get to hang out with friends."

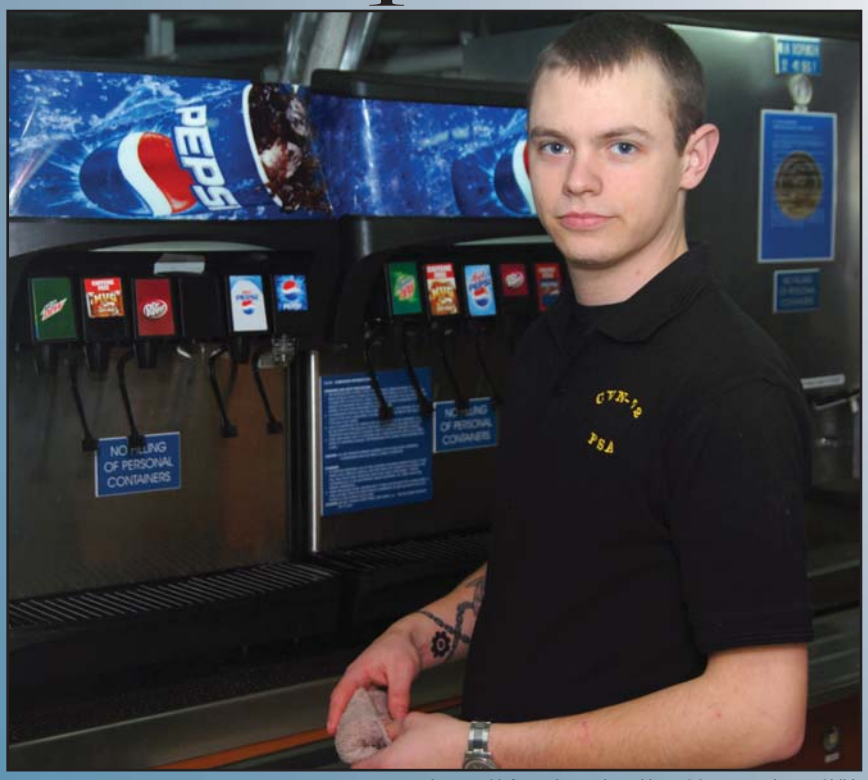
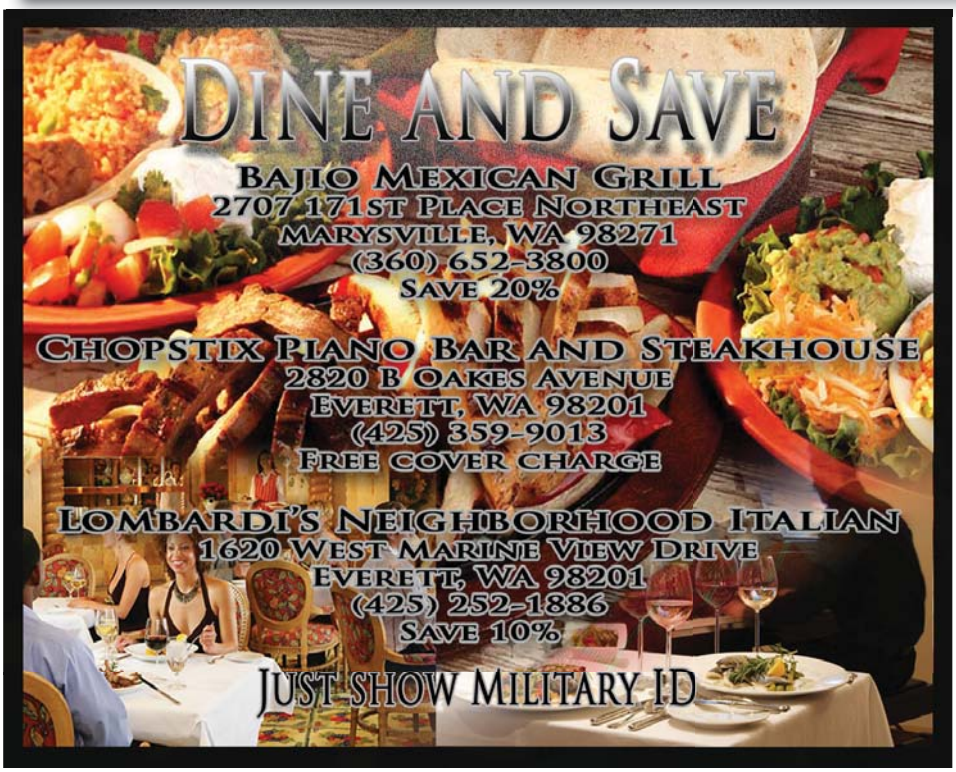


Photo and information gathered by MCSN Jacquelyn D. Childs



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"McCool," continued from pg. 1

"For a 25 year old it's crazy to think I could die during this operation. The hardest part about the whole thing was having to say goodbye to my wife," said McCool, who is originally from Little Rock, Arkansas. "Knowing it might be the last time we see each other, it was very difficult. But the doctors assured me that everything would go fine, and it was possible to cure my condition."

In early January, McCool was sent to Naval Hospital Balboa, San Diego for surgery to correct his condition.

"Going in, I was so scared. In the back of my mind was I was constantly thinking about the fact that there are always complications, something might go wrong," he said. "Another thing that bothered me was that the doctors couldn't see exactly where the extra tissue was, they were going in blind. There were talks of the tissue being on the left side of my heart, and that it would be hard to get to. There were also worries about them tearing my heart."

During the nearly four-hour surgery, doctors went into McCool's heart through a small instrument inserted into the arteries in his neck and burned out the extra tissues and nerve endings.

"I woke up in recovery very confused, I barely remember it," he said. "The nurses say the first thing I did was ask for a cheeseburger with mayonnaise," he said. "When I finally came to, I asked how the operation went. I was relieved to hear everything went well."

McCool's family came to comfort him during his recovery, and was able to stay at the hospital overnight each night.

Shortly following the surgery, McCool said he had a follow-up EKG performed, and the doctors said everything looked good.

"I'm glad the doctors caught it. If I wasn't in the Navy, I probably wouldn't have gotten an EKG, and I wouldn't have known about my heart problems," he said. "I'm very grateful. I feel like they corrected a wrong that could have been a permanent wrong. They saved my life."

Navy College recognized for excellence

From Center for Personal and Professional Development
Special to the Penny Press

The Navy was recognized by Training Magazine as an elite training organization during its Top 125 recognition gala Feb. 1 at the San Diego Convention Center.

The Navy was recognized, in part, because of Center for Personal and Professional Development's (CPPD) management of several of the Navy's education and training programs.

CPPD's programs were part of the submission to Training Magazine by Naval Education and Training Command (NETC), parent command to CPPD. The Navy is the only military service to be recognized and ranked. The Navy joined top Fortune 100 and 500 companies and organizations including, Price Waterhouse Cooper (ranked No. 1 for a third consecutive year), Verizon Wireless (4), Microsoft (8) and Best Buy (23) to name a few of the Top 125.

"Several of the programs highlighted are developed and managed by the Center for Personal and Professional Development," said Cmdr. George Michaels, CPPD's director of training. "Our products and services include: career counseling, diversity training, first line supervisor training, tuition assistance, and academic skills via the Navy College Learning Centers (NCLC)."

Navy's tuition assistance (TA) program is one of the most popular and successful programs managed by CPPD. The TA program pays tuition up to 16 semester hours annually. Funding for tuition is capped at $250 per semester hour. Approximately 16 percent of the Navy's workforce takes advantage of the tuition assistance program.

The Navy's TA program also works in partnership with the Department of Veterans Affairs (VA) and its education assistance programs, such as the Montgomery and Post-9/11 GI Bill that can be used together with TA to pay for tuition above the authorized cap or semester hour level.

"This combination of education and training benefits which Navy provides to its Sailors are "best in class," said Dr. Mary Redd-Clary, director of the Navy's Voluntary Education Program managed by CPPD. "It underscores the value we place in helping our Sailors reach their full potential while supporting the mission of the Navy."

According to Redd-Clary, the training, education and leadership programs coordinated through CPPD support the personal and professional goals of Sailors, and are successful because of the hard work and dedication of the training command's staff around the world.

"CPPD is proud of all its members, services, and products," said Redd-Clary. "This recognition is a tribute to all."

For more information about Personal, Professional and Leadership Development opportunities, visit https://www.netc.navy.mil/centers/cppd/.

For more news from Naval Education and Training Command, visit www.navy.mil/local/cnet/.

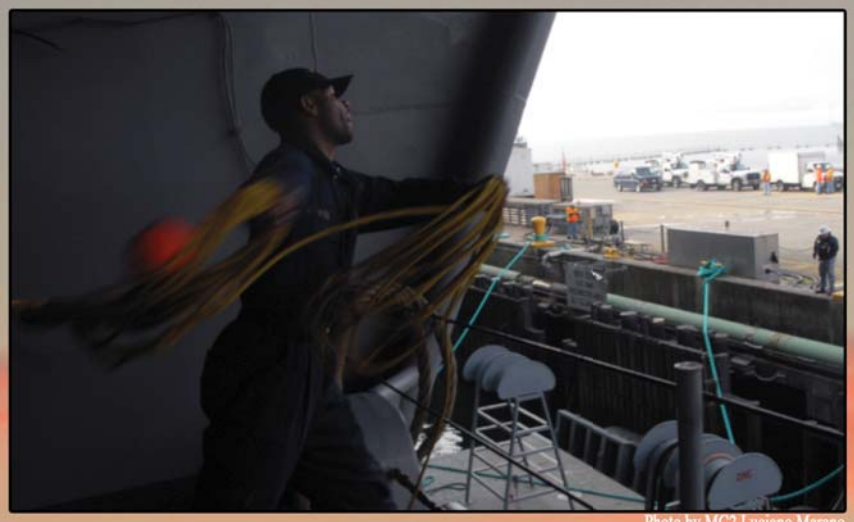


Photo by MC2 Luciano Marano

Boatswain's Mate Seaman James Webb, a Washington, D.C. native, throws the first mooring line to the pier as USS Abraham Lincoln (CVN 72) docks at Naval Station Everett , Feb. 15.

Photo by MC2 Luciano Marano

Aerographer's Mate 2nd Class (SW/AW) Shane Green, a Spokane, Wash. native, teaches Aerographer's Mate Airman Andrew Guitierrez, a San Antonio native, the proper way to prepare and launch a meteorology/oceanography (METOC) observation balloon from the fantail of USS Abraham Lincoln (CVN-72) Feb. 14. The balloon is used to record upper atmosphere data such as pressure and saturation, which is then analyzed and used to safely plan for

Photo by MC3 Colby Neal

An F/A-18E/F of the VFA-2 (Bounty Hunters) squadron makes an approach to land on USS Abraham Lincoln's (CVN 72) flight deck.

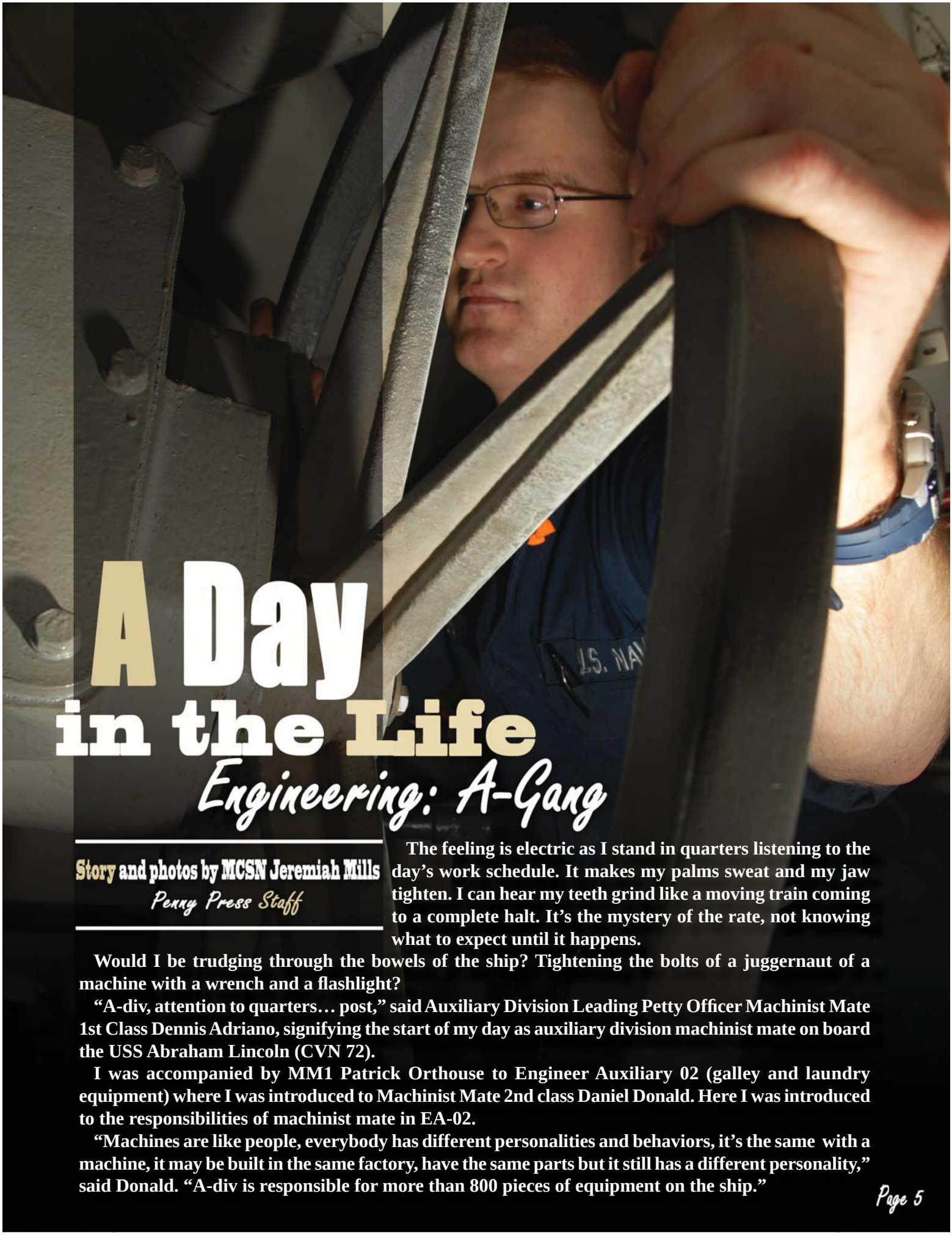
SAILORS UNDERWAY

Photo by MC2 Luciano Marano

Sailors conduct familiarization training with the M-240 (B) machine gun from the fantail of USS Abraham Lincoln (CVN-72).

Background photo: An SH-60B of the HSL-47 (Saberhawks) squadron flies alongside USS Abraham Lincoln (CVN 72) during sunset off the coast of Southern California.

Background photo by MC3 Colby Neal



A Day in the Life

Engineering: A-Gang

Story and photos by MCSN Jeremiah Mills
Penny Press Staff

The feeling is electric as I stand in quarters listening to the day's work schedule. It makes my palms sweat and my jaw tighten. I can hear my teeth grind like a moving train coming to a complete halt. It's the mystery of the rate, not knowing what to expect until it happens.

Would I be trudging through the bowels of the ship? Tightening the bolts of a juggernaut of a machine with a wrench and a flashlight?

"A-div, attention to quarters… post," said Auxiliary Division Leading Petty Officer Machinist Mate 1st Class Dennis Adriano, signifying the start of my day as auxiliary division machinist mate on board the USS Abraham Lincoln (CVN 72).

I was accompanied by MM1 Patrick Orthouse to Engineer Auxiliary 02 (galley and laundry equipment) where I was introduced to Machinist Mate 2nd class Daniel Donald. Here I was introduced to the responsibilities of machinist mate in EA-02.

"Machines are like people, everybody has different personalities and behaviors, it's the same with a machine, it may be built in the same factory, have the same parts but it still has a different personality," said Donald. "A-div is responsible for more than 800 pieces of equipment on the ship."

Machinist's Mate Fireman Kyle Byrd, assigned to the USS Abraham Lincoln's (CVN 72) Auxilary Division, measures the bilge level in one of the ship's pump rooms.

Front page picture: Machinist's Mate Fireman Russell Gentry, assigned to USS Abraham Lincoln's (CVN 72) Auxillary Division, adjusts a field valve that provides steam for flight deck catapults to launch aircraft.

The job demands long hours, but Donald said he and his Sailors won't let that get in the way of accomplishing the mission.

"It doesn't faze us on a day-to-day basis, we push it. We've got to get the job done; we don't have time to be tired," he said. "EA-02 consists of six to eight active shop members. When their collateral duties come into play it narrows the shop's numbers down considerably. "

Donald gave me a hands-on tour of the equipment he and his crew of eight maintain. Some of the spaces are so clustered with machinery and people there is hardly enough space to walk, much less repair anything.

As we paced our way through the galley, I volunteered to help unclog a jammed food disposer. I plunged my hand between the rubber flaps into the warm and dark underbelly of the disposal unit, pulling out a solid black chunk of miscellaneous filth, the smell still curls my stomach.

After I wiped the sludge from my arms and cleaned up, Orthouse took me to EA-01 where less than a dozen men are responsible for all of the aircraft elevators, deck edge doors, hangar bay division doors, the anchor winless, steering and gauge calibration.

MM2 Duane Tompkins said one obstacle EA-01 must face is an uncertain work schedule.

"It's a high stress job due to operational equipment repair demand," he said. "We work everywhere on the ship. Air department flight operations, on fabrication of needed parts, special events, you name it we have to work around it but you've got to be flexible, you've got to get the job done."

Tompkins and I went to the mezzanine level of the deck edge door in hangar bay three, where we discovered the cables that help pull the deck edge doors open were in need of a little greasing.

We went to the nearest supply of grease and started working. It felt like mud mixed with oil, its slickness made me tighten my grip on the cable's gravel like surface.

As I gripped the cable, applying more grease as its excess ran between my fingers, I thought to myself how important this rate is to the ship.

For Instance, if the cables are not greased, the deck edge door can't open.

If the door doesn't open, the air department can't get the aircraft to the flight deck.

I started to understand first -hand why they earned the nickname "A-gang."

After greasing the cables, Tompkins and I tried to wipe the sweat from our brows without getting the grease in our hair and headed to EA-08.

This department assures outside repair and potable water to the ship, as well as the ship's waste management. More specifically, they deal with trouble calls, and maintaining and preserving spaces.

When Orthouse and I got to the shop, I met MMFN Kyle Byrd.

He was running late to assist his shipmates in trash room four. While practically sprinting to the trash room, I thought about how in the A-Gang, one has to be ready to go any part of the ship, at any time.

I caught my breath when we made it to the trash room. By this time we were high-stepping over melted plastic pucks and half-open garbage bags to reach our destination.

My feet hardly managed to touch the ground due to the mounds of garbage surrounding us. It takes a certain kind endurance to work in this place all day. We made a path to the conveyors and helped sort the heaps of trash.

I couldn't get very hands-on in pump room four, however, I watched Byrd measure the bilge level, which is routinely checked in order to monitor the water height.

For example, if the level is too high then he would have to align the educator system to pump out the excess bilge.

"The mission comes first. Everything else, like sleep or personal time can wait," said Byrd.

Afterward Orthouse, Adriano and I went to examine the air conditioning units for the main spaces that EA-03 maintains.

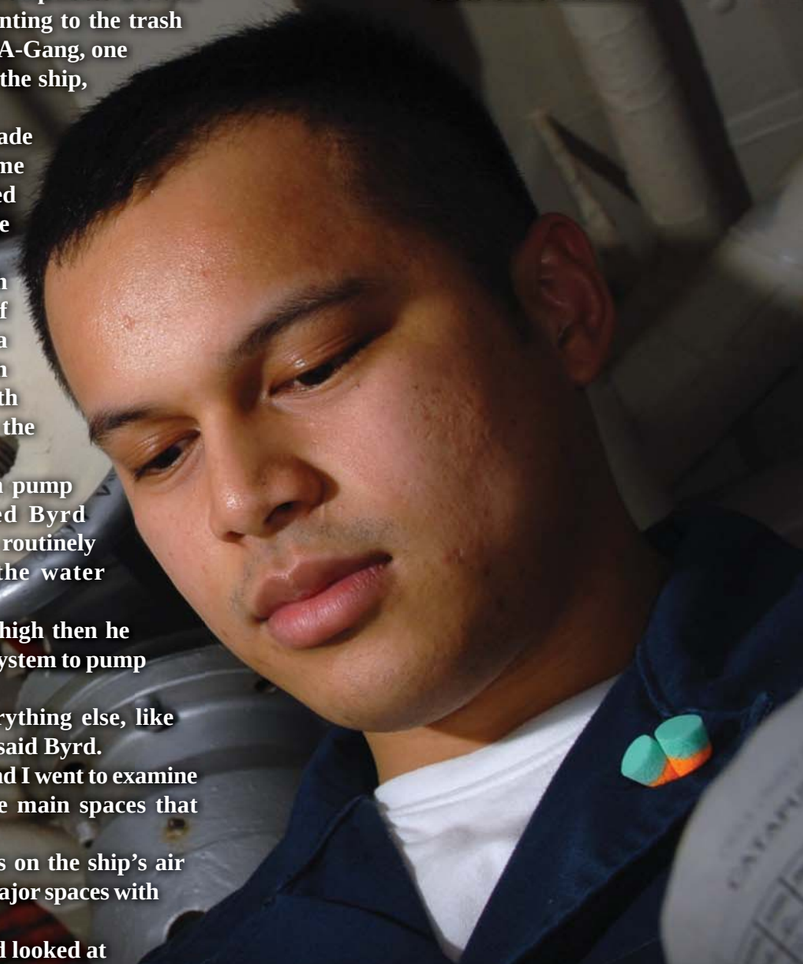
EA-03 is responsible for repairs on the ship's air conditioning, including all other major spaces with AC plants.

We went to one of the plants and looked at the intricate machinery of the AC plant. The backside of the machine is riddled with metal pipes and tin plates aligned in a hypnotic pattern that made me dizzy just looking at it.

EA-06 is where all of the oxygen and nitrogen is cased and measured for the aircraft pilots and the rescue breathing equipment.

The section is comprised of seven people who are especially qualified oxygen and nitrogen operators. Operators of these air tanks work 12 hours a day to maintain company cohesion.

"Paying attention to all of the gauges at times can be strenuous for the amount of time we're doing it, but we have to stay focused," said Machinist's Mate 2nd Class Chris Klamm.



Machinist's Mate Fireman Rammel Ramero, assigned to USS Abraham Lincoln's (CVN 72) Auxillary Division, records the calibration reading on a field valve that provides steam for flight deck catapults.

Machinist's Mate 2nd Class Duane Tompkins, assigned to USS Abraham Lincoln's (CVN 72) Auxillary Division, cleans the base leg of a main component in the aft steering room aboard the ship.

Although I did not get to use any of their machinery, due to certification requirements, I went over the primary calibration and measurement recording process with Klamm.

Adriano and Orthouse trekked to EA-07 or the "boat shop," a relatively new division. They are learning to be engineers and repair rigid hull inflatable boats (RHIB) on either side of the ship.

They maintain the ships RHIB 24/7 in order to ensure operational readiness in case of an actual man overboard. Like their A-gang counterparts, they also have work hours that can range from 18 to 24 hours.

From the boat's shop we went to the starboard side RHIB where I assisted Engineman 3rd Class Lee Flowers on a routine engine check-up.

Subsequently, we made our way back to the boat shop where Adriano and Orthouse were ready to trek to our final destination, EA-10. The group works beneath the flight deck, and directly works with V-2 air department. They provide steam for catapults to launch aircraft, as well as hot water heaters that maintain the hot water for the ships' sinks and showers.

Machinist Mate Fireman Russell Gentry went on to show me the process of maintaining and balancing their field valves in order to launch aircraft proficiently.

"Sometimes this job is frustrating, but the ship has a mission. How would you feel if you didn't have a hot meal or shower after a long day of work? Or, if the air-conditioning or heat in your berthing didn't work when it's too hot or cold and you're trying to sleep? We just try to make everyone's time here more comfortable to keep the mission in the forefront," said Adriano.

Being slightly undermanned, strong leadership and teamwork is a key to success for the A-division.

"We have to be close to get anything done. We're pretty much the only friends we have due to the long hours," said Tompkins. "We have to depend on each other and about 99 percent of the time you can count on the guy next to you to get the job done."

Machinist's Mate 2nd Class Chris Klamm, assigned to USS Abraham Lincoln's (CVN 72) Auxillary Division, records and verifies oxygen gauges for proper readings and tank distribution.

CVN 72 Underway wrap-up

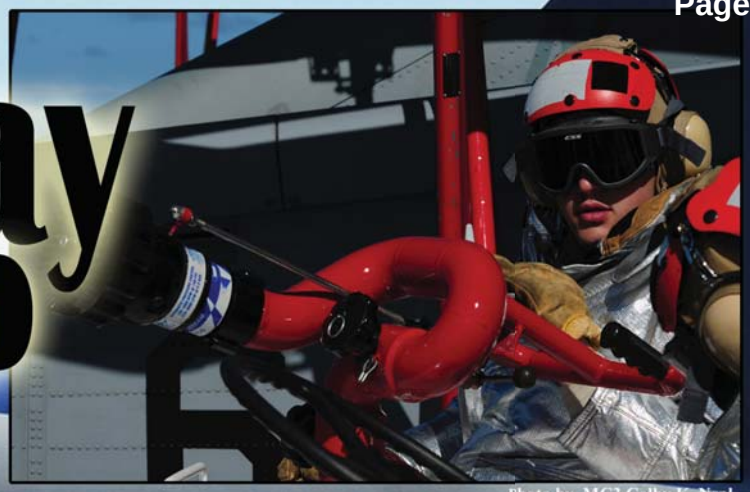


Photo by MC3 Colby K. Neal

An Aviation Boatswain's Mate (Handling) from the Crash and Salvage division watches from a P-25 fire truck while Carrier Air Wing (CVW) 2 conducts flight operations.

Photo by MC2 Luciano Marano

Ship's Serviceman 3rd Class Kenneth Bautista, a Lemoore, Calif. native, paints the bulkhead outside of the ship's barber shop on board USS Abraham Lincoln (CVN 72) Feb. 12.

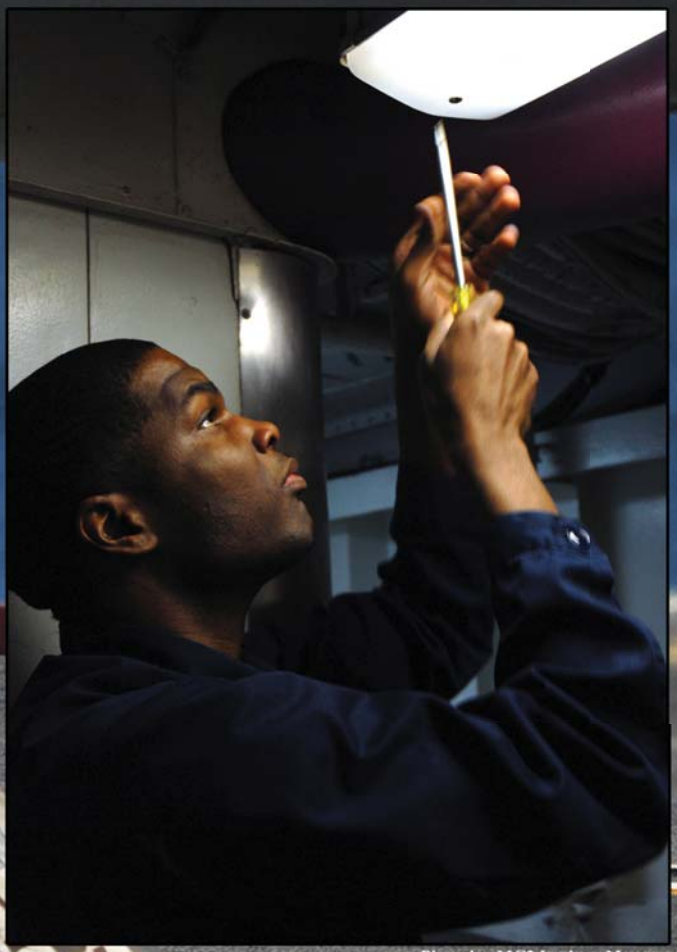


Photo by MC2 Luciano Marano

Legalman 3rd Class James Ruffin, an Oak Grove, LA native, replaces a light bulb in one of the main passageways on board USS Abraham Lincoln (CVN 72) in preparation for the upcoming Navy's Board of Inspection and Survey (INSURV).

Background photo: A shooter of the VAQ-131 (Lancers) squadron directs an EA-6B for take off USS Abraham Lincoln's (CVN 72) flight deck.

Background photo by MC3 Colby K. Neal

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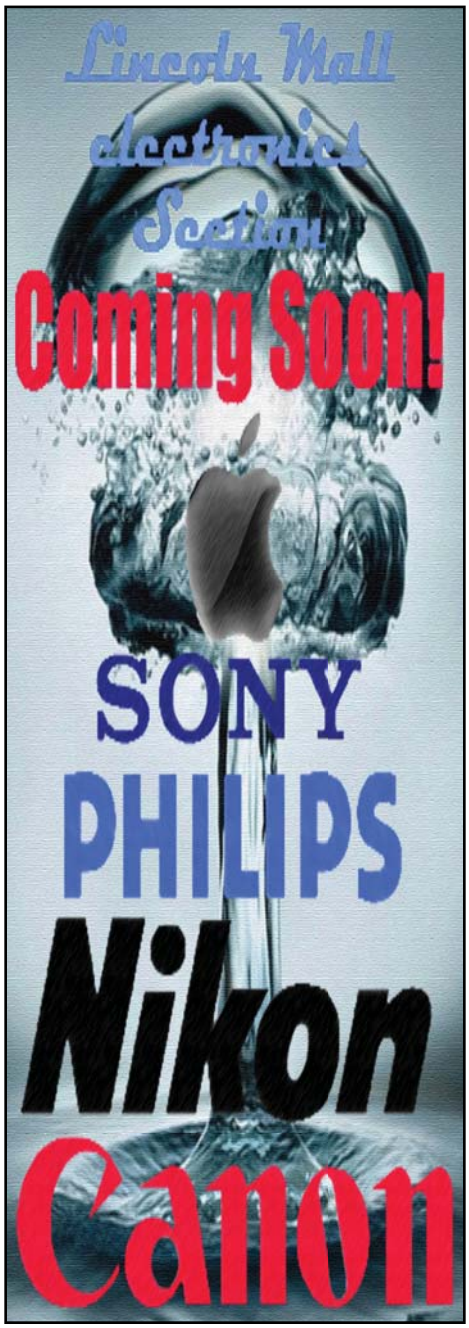


NJROTC Aims With Marksmanship Program

Story by Michael F. Miller,
Naval Service Training Command
Public Affairs
Penny Press Staff

The Navy Junior Reserve Officers Training Corps (NJROTC) marksmanship program is gaining in popularity among cadets and non-cadets at high schools across the United States.

This sport is popular among high school students and cadets because of its individual and team accomplishment opportunities and continues to thrive as more and more NJROTC units join the program.

The Civilian Marksmanship Program (CMP) is a nationwide program offered to JROTC units associated to all four branches of the military and allows for many competition opportunities throughout the school year.

The NJROTC program has conducted a marksmanship postal competition for many years. A postal competition is a competition where cadets fire at their targets then mail in their results to be scored. NJROTC uses its postal competitions to qualify teams for shoulder-to-shoulder competitions where the cadets compete alongside cadets from other units.

Today, students are benefiting from the general safety training, individual and teamwork accomplishment, improved concentration, mental focus and the many college opportunities available for marksmen. Marksmanship opportunities are available regardless of gender or stature.

NJROTC is a citizenship program that instills service to the United States, personal responsibility and a sense of accomplishment in students in United States secondary educational institutions. The NJROTC program teaches cadets self-discipline, self-confidence and leadership skills to help meet life's challenges, and helps prepare them for life after high school, regardless of what career path they decide to take.

Naval Service Training Command (NSTC), headquartered at Naval Station Great Lakes, Ill., oversees more than 600 NJROTC units worldwide.

For more information about NJROTC, visit https://www.njrotc.navy.mil.

For more news from Naval Service Training Command, visit www.navy.mil/local/greatlakes/.

Naval Station Everett
Fleet & Family Readiness Program

See reverse for event times, locations and details.

February 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
14 Valentine's Dinner at the All American	**15**	**16** Last day Princess Katie tickets (ITT, February 27 show) Fat Tuesday Celebration (Tremors) (4-H) Making Cents Poker Tournament	**17** Stress Mgnt. How to Find the Dream Job – Career Exploration Job Search Strategies	**18** Bingo Night	**19** Free Family Swim Myers-Briggs Type Indicator (MBTI) and Careers	**20** Saturday Ski Shuttle to Stevens Pass Mountaineering Class: Ice Axe Arrest Cosmic Bowling
21	**22** Separation TAP Paying for College with the GI Bill Last day for Chicago tickets (ITT, March 6 show)	**23** Separation TAP (4-H) Making Cents Call of Duty Tournament	**24** Separation TAP Lunchtime Swim Meet	**25** Separation TAP Home Buying Military Saves Jeopardy Night	**26**	**27** Saturday Ski Shuttle to Stevens Pass Snowshoeing at Stevens Pass Snow Tubing at Snoqualmie Pass

Editor's Top 10

Top10 things that will keep you from being in shape.

10. Being greedy and taking too many cookies at chow.

9. Krispy Kreme.

8. Eating fast food every night because you're too lazy to cook.

7. Video games and junk food.

6. Skipping the Navy's standard of PTing 3x a week.

5. Smoking.

4. Eating your entire box of Valentine's Day candy in one sitting.

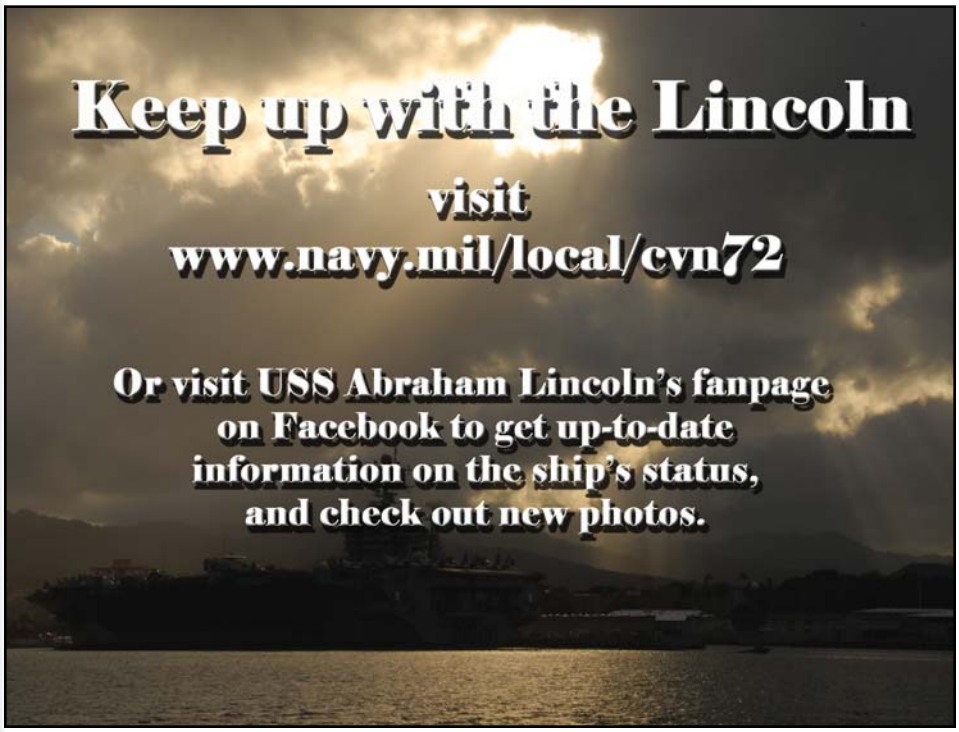
3. Using the vending machines as a meal alternative.

2. Drinking your dinner.

1. Using the bus insted of walking to the ship.

Shipmates

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

Photo by MC2 Luciano Marano

Logistics Specialist 3rd Class Christopher Hinton receives his certification of reenlistment by S-1 Division Officer, Lt. Scott Mellgren on board USS Abraham Lincoln (CVN 72), Feb. 12.