

Lincoln ready for INSURV

STORY BY PENNY PRESS STAFF
CVN 72 Public Affairs

USS Abraham Lincoln (CVN 72) left its homeport of Everett, Wash., Feb. 23 in preparation for a material assessment conducted by the Navy's Board of Inspection and Survey (INSURV). Lincoln will begin the multiple-day evaluation in San Diego, Feb. 28.

INSURV is a major inspection mandated by Congress to assess a ship's material condition, its ability to operate its weapons, radar, engineering and navigation systems, maintain its berthing spaces, and function

safely. More than 150 inspectors will examine how well the crew performs preventative maintenance and appraise the ship's overall space cleanliness and preservation.

INSURV was established in 1868 and reports to Congress and American taxpayers that the ships of the U.S. Navy are well-maintained and capable of fighting wars and performing their duties while deployed.

"It's independent and unbiased. It's conducted to inspect the material condition of all Navy ships," said Lt. j.g. Zach Decker, the operations information division officer who has been part of the

INSURV team since checking on board.

INSURV grading criteria is either "fit for sustained combat operations" or "not fit for sustained combat operations." Once the inspection is complete, INSURV will report directly to the Secretary of the Navy and Congress if the ship is fit in terms of being able to conduct operations.

In order to prepare for the inspection Master Chief Machinist Mate Michael Gwinn, Maintenance, Material Management (3M) chief, said the first step was to form a team of personnel from around the ship that were knowledgeable on the ship's material condition. This team's sole purpose was to focus on INSURV until the inspection.

That team was known as The Elite Zone Inspection Team, made up of the most talented and experienced senior chiefs, master chiefs, chief warrant officers and limited duty officers using the same concept as the Elite Spot Check Training Team, which upholds maintenance standards on the ship. The goal was to train the crew in its ability to critically self-assess, explained Gwinn.

Lincoln has been preparing for INSURV for over a year, seeking out best practices from around the fleet.

"We also visited the Truman during their INSURV," said Lt. Cmdr. Daniel Pierce, assistant INSURV coordinator. "Observing their inspection helped us and learn what the inspectors standards were, and what they were looking for."



Photo by MC3 Kat Corona

Lt. Cmdr. Rodney Hunt and Master Chief Machinist Mate Michael Gwinn walk through multiple spaces in the ship, searching for any zone hits on board USS Abraham Lincoln (CVN 72).

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Know Your Shipmates

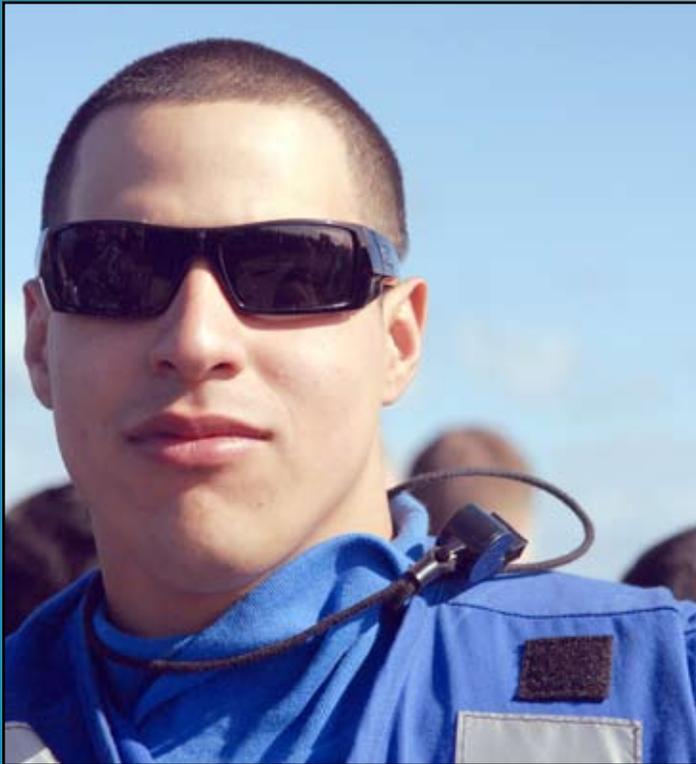


Photo and information gathered by MCSN Jeremiah Mills

ABHAN Jimmy A. Ponce

Hometown:
Miami

Quote:
“People need dreams, there’s as much nourishment in them as food.”

Hobbies:
Sports, being great in video games, dancing to bachata and marengue and helping out others.

Goal:
“My goal in life is to excel as a man and always take care of my family.”

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What to do in San Diego

STORY BY MCSN JEREMIAH MILLS
CVN 72 Public Affairs

While in San Diego, Sailors can expect an array of activities available to them. The following will explain several routes to enjoy what the city offers. First, in order to enjoy the sights and events, you have to get there! Naval Station Coronado offers a local metro bus stop and taxi services outside the base. One of the main attributes of San Diego is its robust tourism. The following are renowned attractions and landmarks in the city and are strongly recommended.

Let's start with the Maritime Museum, an establishment that offers tours of the oldest active sailing ship, The Star of India, which consists of a hands-on walkthrough of an old maritime ship.

The ship is famous for its tasteful preservation and is considered a landmark in San Diego.

For those interested in Naval history, the USS Midway museum is located downtown. I strongly suggest a visit to the museum for its authentic narration of naval history during World War II. The tour itself features an expansive variety of exhibits that portray aspects of ship life as well as the ship's capabilities in battle. The length of the tour is approximately two

hours and includes free admission for active service members that provide military I.D. Please contact: (619) 239-2111 for further information.

There is also the "natural gem of San Diego," Balboa Park. It is a venue known for its natural beauty and is ideal for afternoon sports and recreation.

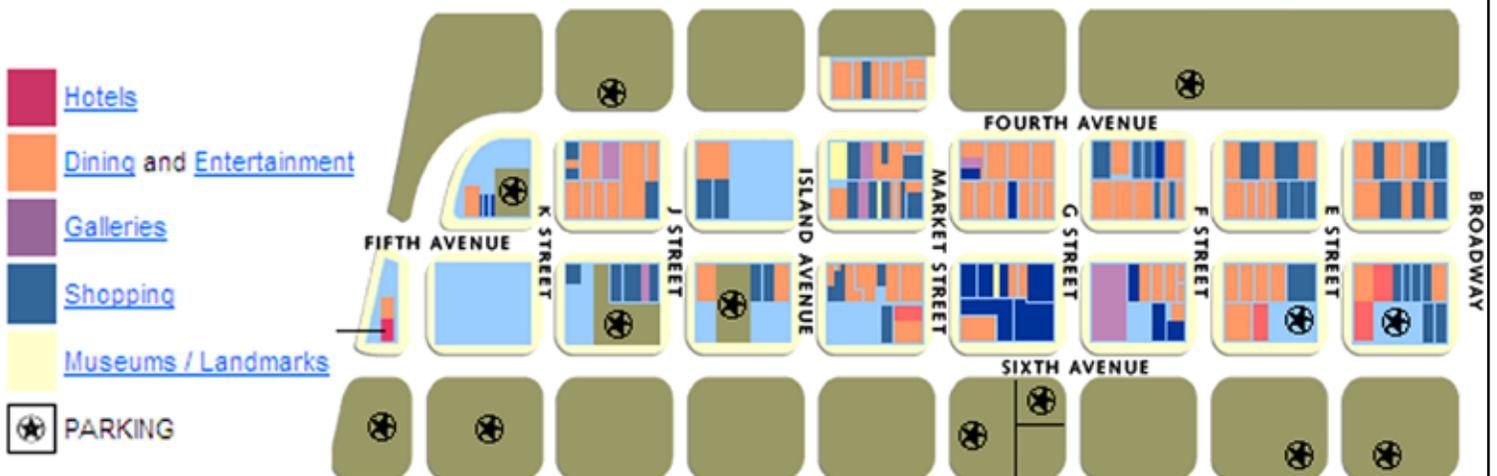
Horton Plaza is a unique venue standing more than ten stories high, hosting both indoor and outdoor boutiques and eateries. The renowned San Diego Pier is outstretched with boutiques and forums as well as for those looking forward to shopping in town.

If you're inclined to stay near the base, there is an array of eateries, ranging from Mexican-style restaurants, Irish pubs and local bars and grills. In Coronado, my favorite place is Miguel's Cocina, located on 1351 Orange Avenue; an energetic, southwest themed dining venue. The waiting time is 30-45 minutes, however, both delicious nachos and beverages are available while you wait. When seated, the service is timely and hospitable. The entrées and the array of beverages are enjoyable. Miguel's Cocina has strong service, a pleasant atmosphere, and reasonable pricing.

These are just a few of the venues you can find in San Diego that are both reasonably priced and enjoyable.

For more Information on San Diego's sights and attractions try: www.sandiego.org/nav/visitors/

The Gaslamp Quarter National Historic District is located in the heart of Downtown San Diego.



Lincoln's Finest: Around the ship

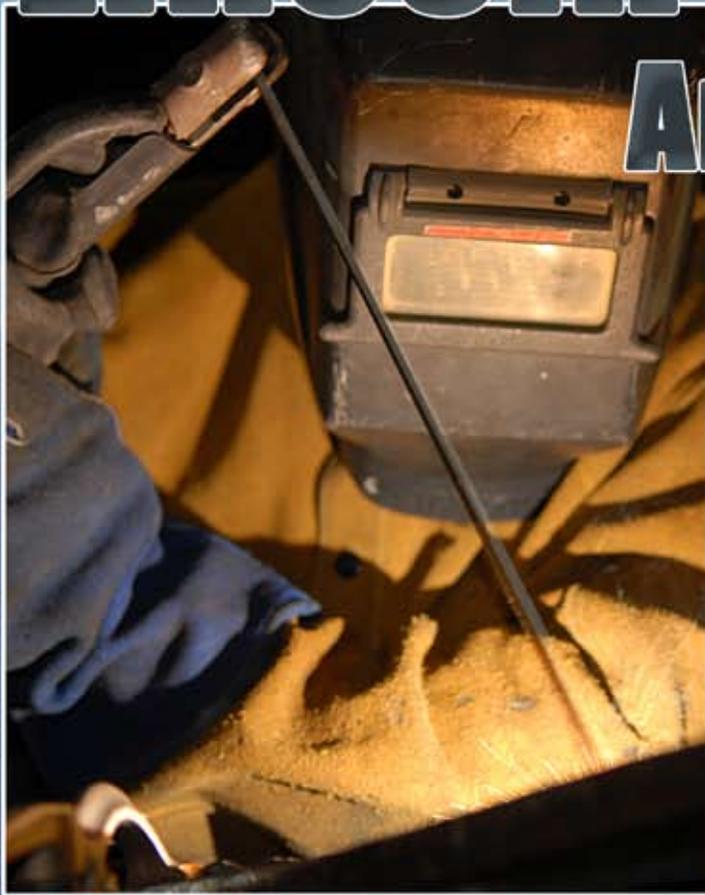


Photo by MCSN Jeremiah Mills

Hull technician 3rd Class David Breckner repairs a hatch mechanism with a welding torch in preparation for USS Abraham Lincoln's (CVN 72) upcoming INSURV inspection.



Photo by MCSN Robert Robbins

Aviation Ordnanceman Airman Recruit Jennifer Moua and Electronics Technician 3rd Class Scott E. Clark participate in security force training in USS Abraham Lincoln's (CVN 72) hangar bay.



Photo by MCSA Jordon J. Murzyn

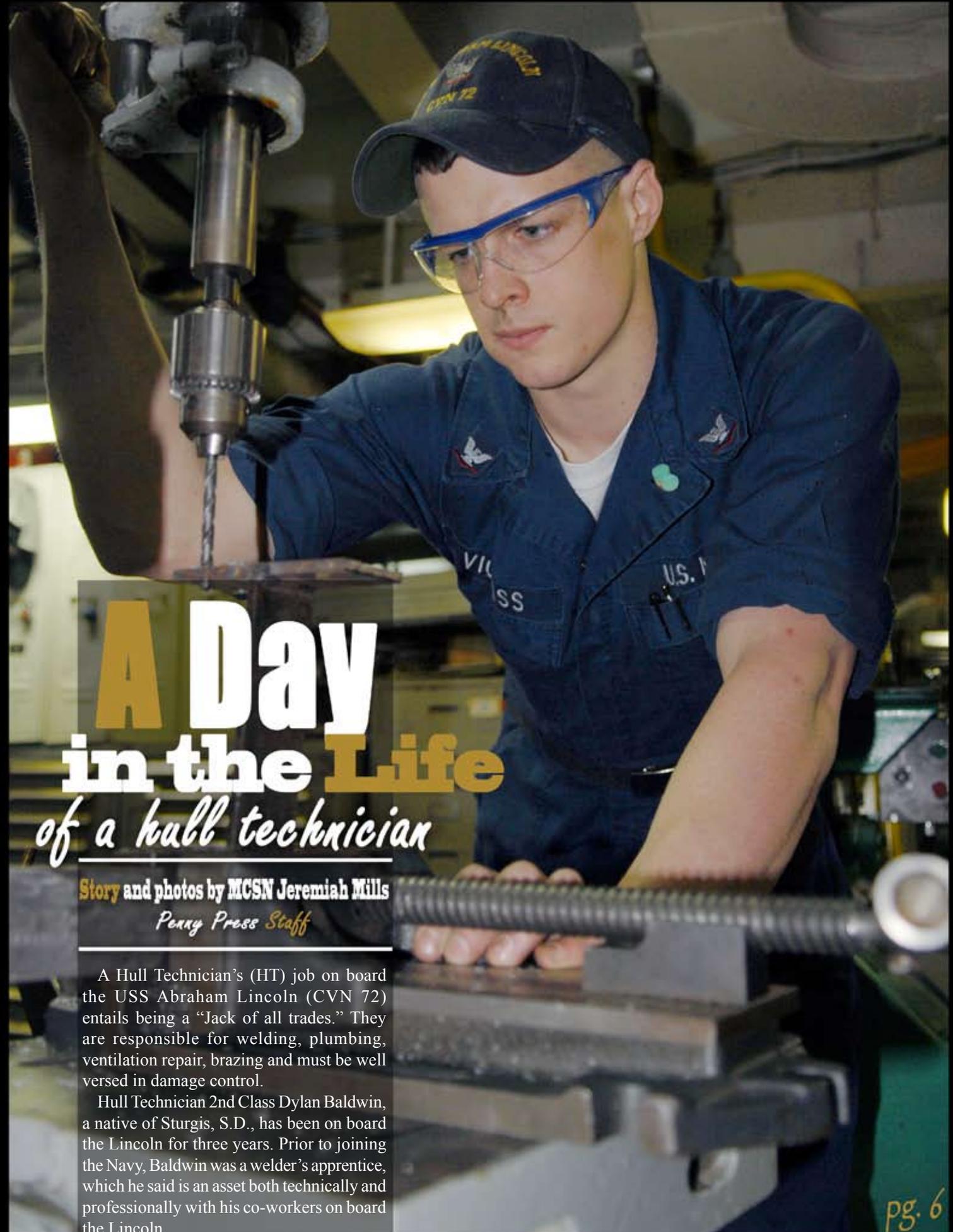
Culinary Specialist Seaman Garrett Cook prepares refried beans for lunch on board USS Abraham Lincoln (CVN 72).



Photo by MC 2 Luciano Marano

Electronics Technician Seaman Christian Early prepares a meteorology / oceanography (METOC) monitoring balloon for launch on the fantail of USS Abraham Lincoln (CVN 72).

Layout by MCSN Jeremiah Mills



A Day in the Life *of a hull technician*

Story and photos by MCSN Jeremiah Mills
Penny Press Staff

A Hull Technician's (HT) job on board the USS Abraham Lincoln (CVN 72) entails being a "Jack of all trades." They are responsible for welding, plumbing, ventilation repair, brazing and must be well versed in damage control.

Hull Technician 2nd Class Dylan Baldwin, a native of Sturgis, S.D., has been on board the Lincoln for three years. Prior to joining the Navy, Baldwin was a welder's apprentice, which he said is an asset both technically and professionally with his co-workers on board the Lincoln.



Left: Machinery Repairman 3rd Class Buck Bromley drills hole in a flying debris shield made of plexi-glass to adjust the shield's integrity as a safety precaution.

*"Being highly adaptable and time cautious plays a big role in completing a job like this, because time is a luxury we can't afford."
-Hull Technician 2nd Class Dylan Baldwin*



Above: Machinery Repairman 2nd Class Walter Hurt sharpens the blades on a pulpier mechanism with a tool grinder to help pulverize trash for proper disposal in the ship's welding shop on board USS Abraham Lincoln (CVN 72), Feb. 23.

"Much of our time is spent on apprenticeship and hands-on training, because experience is the best teacher. You can know something in theory but it's better to know it out of experience," said Baldwin. "When you take time to teach what you know from experience, it's better for the shop and our mission."

It was the beginning of the day and Baldwin and I were off to sea and anchor duty. We reported to a designated pump station in the hangar bay. The ship was going through the process of purging the collection, holding, transit (CHT) system for out-to-sea usage. The gauges located in the pump station measured the amount of pressure for the CHT pumps while they are purged. Baldwin and I checked the gauges for irregularities such as abnormally high or low and unstable readings.

Baldwin's duty was to reel in the CHT hose saddle, a saddle is a mechanism which keeps the CHT pump's hose out of the water, after the pump hoses were secured by pier side workers.

Baldwin and I trekked to the flight deck next, where we met up with Machinery Repairman 2nd Class Walter Hurt from repair division who was also on sea and anchor duty. The three of us made our way to the forward starboard side of the ship where we heaved in the saddle as it hung suspended beneath the flight deck's walkway. While reeling in the saddle I couldn't help but feel a sense of vertigo as I looked over the side of the ship, Baldwin has felt the same sensation and pointed out that it's

better not to look down. The length of the line was a constant reminder of how far it was to the surface of the sea. A shudder overcame me as we continued to pull.

Baldwin, Hurt and I tied off the saddle and proceeded down to the hangar bay. We were relieved from sea and anchor duty by two other Sailors. Baldwin and I immediately went back to the HT shop to pick up the authorized work task. Our second destination for the day was the chaplain's office, an assignment that required Baldwin to secure several cabinets for sea within the safety parameters.

A situational assessment was made to see whether or not welding, a primary securing method, was an option for the HT. The room parallel to the cabinet had immobile hazardous material on the other side of the cabinet, making it unsafe for welding. Also, if the cabinet was welded to the floor, it would risk damaging a temperamental isolation called "lagging" directly beneath the floor.

An equipment assessment was made and Baldwin decided to avoid any welding or "hot work." Instead, he used a "stud gun", a tool that sends an arc of electricity that softens the surface area and injects studs through it to secure the cabinets.

"For every job you need more than one solution," said Baldwin. "A sense of adaptability coupled with optimism in the face of all odds helps us get our job done."

Baldwin and I made our way back to the shop to pick up some of the tools we needed to complete the job, which was a power source for the stud gun called a 440 box, a ground tube, and the stud gun itself, with studs.

However, while at the shop, Baldwin became justifiably side tracked by helping his peers who had particularly troublesome welding projects. He gladly set aside what he was doing and assisted them.

"Everyone works at a certain pace, you have to work with that person at a pace where you can effectively teach and they can learn while still accomplishing the goal," said Baldwin. "It's about finishing the job as a team."

After Baldwin and I finished in the shop, we went up the first staircase with our tools in hand. The walk up the stairs was difficult; the 75-pound, 440 power box became exceedingly heavy, not to mention the weight of the other tools Baldwin and I brought along. I felt the sweat run down my face, I thought all of this work and we haven't even started on the task assigned to us. It was then that I realized the labor HTs put into simply preparing is just as difficult as the task itself.

Once Baldwin and I managed to set up everything in its designated securing zones, we emptied the tops of the cabinets and drilled holes through them, into the wall; we used the stud gun to smartly fasten the cabinets to the bulkhead.

"Adaptability is of the utmost importance in this profession, we simply adapt and overcome."
~Hull Technician 2nd Class Dylan Baldwin

"Being highly adaptable and time cautious plays a big role in completing a job like this, because time is a luxury we can't afford," said Baldwin.

Securing cabinets became easier as the day went along. With every lingering "thud" of the stud gun we became that much closer to finishing the job.

Baldwin and I made it back to the HT shop, where we cleaned and maintained the shop spaces. We swept the deck and wiped off the service machines as metallic particles leapt into the air, sparkling like stardust.

Baldwin's time in the shop was also divided between his duties as a 2nd class petty officer, conducting training sessions on several methods of how to secure for sea, as well as leading a lecture on workshop safety. There were also mandatory meetings he attended before Baldwin set out his evening delegations for the next day's work agenda.

With 400 jobs currently on Baldwin's agenda, I asked him how he and his team respond to such a multitude of tasks.

"Adaptability," Baldwin replies. "Adaptability is of the utmost importance in this profession, we simply adapt and overcome."

The end of the day was nearing and a jovial spirit filled the room at evening quarters. The productive day ended on a motivating note so much so that I considered rejoining the HTs for another 24 hours of...

Hull Technician 3rd Class David Breckner repairs a hatch mechanism with a welding torch in preparation for USS Abraham Lincoln's (CVN 72) upcoming INSURV inspection.

Layout by MCSN Jerine Lee
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“INSURV,” continued from pg. 1

Schedule of Events (SOE) practices helped the ship refine the INSURV timeline, and were critical for completing hundreds of system checks and two sea and anchor details in 28 hours of underway time, while also providing practice for the demonstration teams.

The ship opened a “store” full of maintenance and material items that are routinely replaced, and established a plan of action for each individual inspection, said Cmdr. Cedric Wilcox, the ship’s

combat direction center officer, and the INSURV coordinator.

“We have a pre-expended bin for high usage consumables. We also established a watch-bill triad which consists of the demonstrator, the khaki supervisor and the repair folks, all of which will be standing by during the inspections,” said Wilcox. “We’ve also concentrated on overall ship cleanliness, especially in the bathrooms, berthings and outlying areas that typically get overlooked.”

The team also ran through frequent INSURV evolutions, which Gwinn

explained were basically a rehearsal. By practicing in real-time, the team was able to spot discrepancies in certain procedures early and correct them.

“When a Sailor is given the tool of knowledge, they are essentially equipped to execute the play,” said Gwinn. “Once Sailors are educated on the proper procedures, I feel 99 percent of them will either meet or exceed that expectation.”

Upon completion of INSURV the Lincoln will begin its training cycle to prepare for a 2010 deployment in support of the nation’s maritime strategy.

OMBUDSMEN visit Lincoln



Courtesy photo

From left: Command Master Chief Eric Schmidt, Ombudsmen; Becca Rhine, Stephanie Pulver, Eileen Marcus, Regina Forbes, and Commanding Officer, Capt. John D. Alexander pose for a photo on board USS Abraham Lincoln (CVN 72).

Editor's Top 10

Top 10 surprising animal facts

10. Cows are deadlier than sharks- Cows trample about 100 people every year.
9. Headless roaches can live up to nine days.
8. Male lions mate about 672 times a week.
7. Frogs are unable to vomit.
6. Deer are the most dangerous animals to humans.
5. A wolf's howl does not echo.
4. Half of all orangutans have broken noses.
3. Some clams are transgendered.
2. Woodpeckers are soft-headed.
1. An elephant leaves about 220 pounds of excrement behind daily.

Information from www.toptenz.net



Shipmates

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



Photo by MCSN Jerine Lee

Logistics Specialist Seaman Kevin Johnson receives a certificate of achievement by the ship's Supply Officer, Cmdr. Martin Fields on board USS Abraham Lincoln (CVN 72), Feb. 26.

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