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S ABRAHAM LINCOLN

USS Cape St. George:

Replenishment at Sea

Blue to Yellow:

Becoming a Yellow Shirt

Know Your Shipmate:

IT3 Christopher Morgan

KNOW YOUR SHIPMATE!



Photo by MCSN Jerine Lee

IT3 CHRISTOPHER MORGAN

Combat Systems/ CS-8 EDP

Information Systems Technician 3rd Class Christopher Morgan, of Lubbock, Texas is a die-hard Texas Tech Red Raiders fan that enjoys playing video games, listening to music and being active in baseball.

With prior education in electrical engineering, Morgan worked for a technical company in Fort Worth, Texas. Coming from a patriotic background, Morgan decided to join the Navy as an Information Systems Technician to learn a different side of computer engineering. He has been on board USS Abraham Lincoln (CVN 72) for two years now, working in the ship's Electronic Data Process, also known as, "The Ocho."

"I work with classified information and systems," said Morgan. "I knew this was the rating for me because this field is what I'm good at and what I like to do. The Navy gives me a unique kind of training that will only benefit me in the future."

Education is top priority for Morgan. He doesn't have any set plans about making the Navy a career, but he continues to take classes while on board the ship and hopes to earn his degree in electrical engineering at Texas Tech University.

"I'm always trying to further my education, inside the Navy and out because no one can take that away from you," said Morgan. "You can't live today as if you're living yesterday. You always have to look forward."

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Photo by MCSN Jerine Lee

CENTER FOR NAVY ANALYSIS RESEARCHER DEPLOYS WITH ABRAHAM LINCOLN STRIKE GROUP

Story by Mass Communication Specialist Seaman Jerine Lee



An embarked researcher from the Center for Naval Analysis (CNA) gathered data to help improve USS Abraham Lincoln (CVN 72), efficiency and effectiveness Sept. 27.

Brent M. Goode, Ph.D., a CNA research analyst since March 2006, came aboard Lincoln as an operations analyst for the Abraham Lincoln Strike Group's deployment to the 7th and 5th Fleet Areas of Responsibility.

Goode is collecting statistics on systems, such as failure and success rates, to improve potential tactical advantages and refine techniques that advance the strike group's mission success.

"My work involves a wide spectrum of Lincoln's operations, such as study of flight operations efficiency, support levels for underway refueling and resupply, and advanced tactical positioning and maneuvering techniques" said Goode, a native of Huntsville, Ala.

By linking empirical and quantitative data, CNA gives Lincoln strike group another tactical advantage over possible threats.

"We look for procedures in the Navy that are efficient and those that could be improved. That way, through research and experimentation, we can develop more ways to be work-effective and cost-effective." said Goode.

CNA performs their objectives by using a unique observational method with field-based, hands-on research.

While deployed with Lincoln Strike Group, Goode is considered part of the Lincoln team just like the 7,000 active duty Sailors that comprise the force.

"The great thing about CNA is that as researchers, we do more than look at stats and compare them," said Goode. "We get to leave the office and do work for the Fleet that is meant to have an impact and make a change for the better."

CNA is a federally-funded research and development center that provides the Navy and Marine Corps with evaluations and studies in multiple fields, such as advanced technology and systems analysis, operations and tactics analyses, and strategic studies.

"I'm learning so much here, being exposed to everything. It is exciting seeing the myriad of operations that happen aboard Lincoln and I hope to make it a more efficient fighting force," said Goode. "All the documentation is an effort to learn and improve things, and help the strike group, but beyond that, to affect the Navy as a whole."

Abraham Lincoln Carrier Strike Group consists of flagship USS Abraham Lincoln (CVN 72), embarked Carrier Air Wing (CVW) 2, San Diego-based guided-missile cruiser USS Cape St. George (CG 71), and the embarked Destroyer Squadron (DESRON) 9. Ships assigned to DESRON 9 include the Everett-based destroyers Momsen (DDG 92) and Shoup (DDG 86), as well as USS Halsey (DDG 97) and USS Sterett (DDG 104).

USS SHOUP PREPARES TO ANSWER ANY CALL

By Lt. Jacquelyn R. Bengfort, USS Shoup Public Affairs

USS Shoup (DDG 86) formed a Humanitarian Assistance/Disaster Relief (HA/DR) syndicate Sept. 25 to help the ship be prepared for any tasking.

The syndicate, composed of experienced Surface Warfare Officers as well as experts in a variety of subjects, from logistics to repair to security, was formed to answer the question, “If you are the first on scene following a major disaster, what can you do and what will you need to do it?”

“Unfortunately, large-scale tragedies such as tsunamis, typhoons and earthquakes are not uncommon,” said Lt. Colin Kennedy, of Elkhorn, Wis., USS Shoup operations officer. “If you stay in this business long enough, it’s a question of when, not if, you will be called upon.”

Discussing the ship’s potential role in disaster response as well as its capabilities and constraints, the new syndicate plans to continue to meet on a regular basis throughout Shoup’s deployment to ensure that, if needed, the ship is prepared to render assistance.

“This ship is going to be prepared for anything that comes its way,” said San Diego-native Lt. Cmdr. Paul Willis, HA/DR syndicate head.

Shoup is currently underway on a scheduled deployment to the 7th and 5th Fleet Areas of Responsibility with the Abraham Lincoln Carrier Strike Group. USS Abraham Lincoln is the flagship of Carrier Strike Group (CSG) 9, which consists of embarked Carrier Air Wing (CVW) 2, San Diego-based guided-missile cruiser USS Cape St. George (CG 71), and the embarked Destroyer Squadron (DESRON) 9, which includes the Everett-based destroyers USS Momsen (DDG 92) and Shoup, as well as the San Diego-based destroyers USS Halsey (DDG 97) and USS Sterett (DDG 104).

Photo by Lt. Cmdr. William Marks



Photo by Lt. Cmdr. William Marks

ABRAHAM LINCOLN STRIKE GROUP FLEXES COUNTER-PIRACY MUSCLES

By Lt. Jacquelyn R. Bengfort, USS Shoup Public Affairs

USS Shoup (DDG 86), together with USS Momsen (DDG 92), USS Halsey (DDG 97) and USS Cape St. George (CG 71), practiced a counter-piracy mission while underway off the coast of Hawaii Sep. 20.

The four ships paired off, and each ship practiced approaching simulated suspect vessels, maneuvering in close spaces, bridge-to-bridge communication, and off-ship reports to higher authority.

“We squeezed every ounce of training opportunity from a compressed timeline,” said Lt. j.g. Scott Bowles, USS Shoup primary boarding officer.

The training was designed to help transform the shipboard Visit, Board, Search, and Seizure (VBSS) teams into a multi-function force capable of an array of missions, from maritime interdiction operations, to approach and assist visits, to counter-piracy efforts. The training event helped further that goal and increased the strike group’s ability to support the nation’s maritime strategy.

“There are many nuances to counter-piracy that we were able to train for — everything from mission-specific tactics to proper communication,” said Ens. Sheridan Catlin, assistant boarding officer. “We’re excited — it’s a very important real-world mission that we are training for.”

Abraham Lincoln Carrier Strike Group is currently underway on a scheduled deployment to the 7th and 5th Fleet Areas of Responsibility.

USS Abraham Lincoln is the flagship of Carrier Strike Group (CSG) 9, which consists of embarked Carrier Air Wing (CVW) 2, San Diego-based guided-missile cruiser USS Cape St. George (CG 71), and the embarked Destroyer Squadron (DESRON) 9, which includes the Everett-based destroyers Momsen and Shoup, as well as the San Diego-based destroyers USS Halsey (DDG 97) and USS Sterett (DDG 104).





U.S. Navy Photo

USS MOMSEN TRAINS FOR SIMULTANEOUS THREATS DURING DEPLOYMENT

By Ens. Zachary Thiesse, USS Momsen Public Affairs

USS Momsen (DDG 92) flexed all aspects of its primary war fighting capability in a simulated tactical scenario Sept. 26.

Demonstrating advanced anti-subsurface, anti-surface, and anti-air techniques and tactics, Momsen watchstanders planned and executed a computer-based training scenario culminating in a live fire demonstration of the MK38 25mm Gun Weapon System. Overall, 32 air and surface contacts were tracked. Twelve were identified as simulated hostile tracks and were engaged with standard SM-2 missiles.

One hundred ten rounds of live 25mm ammunition were fired for the day. The Mk-38 is a 25mm automatic gun system that provides ships with a defensive and offensive gunfire capability for the engagement of a variety of surface targets. It is designed to provide close range defense against patrol boats, swimmers, floating mines, and various targets ashore; including enemy personnel, lightly armored vehicles and terrorist threats.

“We take pride in our training program,” said Lt. Cmdr. Mike Ward, USS Momsen combat systems

officer. “We continue to flex our systems with as realistic scenarios as possible, across all warfare areas, in order to increase proficiency and the ‘muscle memory’ needed in a fight.”

By training for the most difficult and unpredictable scenarios, Momsen Sailors are ensuring they are ready to face any threat, at any time.

USS Momsen is currently underway on a scheduled deployment to the 7th and 5th Fleet areas of responsibility with Abraham Lincoln Carrier Strike Group.

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FROM BLUE TO YELLOW

Story by Mass Communication Specialist
Seaman Jerine Lee

With more than 250 Sailors on the flight deck at any given time, the rush of their colored jerseys, starboard to port, forward to aft, may look like chaos to an outside observer but is actually an orchestrated ballet.

Sailors' jobs, or rates, on the flight deck are categorized by the color of jersey they wear. For example, a Sailor wearing a red jersey is an Aviation Ordnanceman, whereas one wearing purple is an Aviation Boatswain's Mates (Fuel).

The color coding system is in place to keep the flight deck organized in the midst of all of the jet noise and controlled chaos, and within this system there is room for Sailors to move up the ranks.



Though most colors represent a specific rate, blue and yellow jerseys are both Aviation Boatswain's Mate (Handling) rating, or ABH, but represent different responsibilities.

The blue-shirts are responsible for securing aircrafts using chocks and chains on the flight deck and hangar deck. Yellow-shirts are direct representatives of the aircraft handling officer and are accountable for directing the movement of aircraft around the flight deck, hangar deck and elevators.

Yellow shirts must be able a reliable worker who can handle multiple tasks, have a natural ability to lead, have a take-charge attitude and self-confidence, said Aviation Boatswain's Mate (Handling) 1st Class Dionicio Garza, Air Department's V-1 Assistant Leading Petty Officer.

"Being a yellow-shirt requires a lot of responsibility," said Garza, a native of Los Fresnos, Texas. "You've got to keep in mind that these aircraft are worth millions of dollars of the tax payer's money. They are accountable for any damage to the equipment and harm of other Sailors around, so they have to be very dependable."

In the process to go from a blue-shirt to a yellow-shirt, Sailors must first fulfill the basic requirements with their flight deck familiarization and tractor driver qualifications. Sailors who show exemplary performance as a tractor driver are recommended from their work center supervisor to move up to be a yellow shirt.

"Seeing if Sailors are ready to be a yellow-shirt doesn't have to be (based on) their rank," said Chief Aviation Boatswain's Mate (Handling) Christopher Klopfer, of Sarasota, Fla., and Air Department's V-1 Chief Petty Officer. "Some people just have what it takes, some don't. We look at their overall performance as a tractor driver to see if they are ready to move up and start shadowing the senior yellow-shirts."

After hours of handling aircraft while under instruction (UI) of a yellow-shirt, a blue-shirt must pass a written exam and stand an oral board in front of Air Department's leadership.

"During an oral board, we ask certain facts about flight operation and ask how they would react during certain scenarios," said Klopfer. "We have to make sure they can think on their feet in case anything happens that can damage the aircraft or injure others."

After hours of studying and shadowing to become a yellow-shirt, they hold an important title on the flight deck.

"This is the only rate that an enlisted Sailor as young as 19-years-old is accountable for \$50 Million aircraft, and others look up to you to direct them," said Aviation Boatswain's Mate (Handling) 2nd Class Chad Whitta, of Clemson, S.C. "Becoming a yellow-shirt takes time but it better prepares you as a person and a leader."



Photo by MCSN Jerine Lee



U.S. Navy Photo

"This is the only rate that an enlisted Sailor as young as 19-years-old is accountable for \$50 million aircraft, and others look up to you to direct them,"
-Aviation Boatswain's Mate (Handling)
2nd Class Chad Whitta, of Clemson, S.C



U.S. Navy Photo

UNDERWAY REPLENISHMENT ABOARD CAPE ST. GEORGE IS AN ALL HANDS EFFORT

By Mass Communication Specialist 2nd Class Alan Gragg

Photo by MC2 Alan Gragg



The crew of guided-missile cruiser USS Cape St. George (CG 71) participated in an underway replenishment (UNREP), Sept. 27.

A day when the ship gets restocked means a good portion of the crew will be topside supporting the evolution. Other Sailors will line the passageways forming a chain to pass boxes to their proper location.

Along with fuel, the ship received 27 pallets containing food, mail and supply parts, delivered by the fast combat support ship USNS Rainier (T-AOE 7).

On large-platform ships, a smaller percentage of the crew participates in unloading pallets and handling lines during an UNREP, but on a cruiser it's an all hands evolution, said Chief Boatswain's Mate Loren Heaton, who serves as the cargo station safety officer during Cape St. George's UNREPs.

"The carrier might only need their boatswain's mates on the lines. For us, we would have a lot of people from different rates on the lines," said Interior Communications Electrician 3rd Class Craig Albrecht, of Holbrook, N.Y., who served as a line handler during the UNREP.

"One of our basic quals, when someone first checks in on this boat, is line handling," he added.

The evolution requires participation from all Sailors, whether carrying boxes, filling out paperwork, communicating with the supply vessel, or handling lines.

"UNREPs are important because we can stay underway and continue to fight the fight," said Heaton, a native of Big Fork, Minn.

With most of its Sailors on deck helping out, Cape St. George's crew has a better understanding of why replenishment at sea is necessary.

"It keeps us focused on the mission and allows us to not have to pull in every few days to resupply," said Fire Controlman 2nd Class Dustin Day, of Broken Arrow, Okla., and three-year veteran aboard Cape St. George.

UNREPs can last several hours, giving Cape St. George's crew quite a workout with all the physical labor.

"You're using muscles you didn't even know you had. That's why you need to PT at least 3 days a week," said Heaton.

Despite the hard work, many Sailors still had a smile on their face, proud to lend a hand during the evolution.

"I don't sleep the night before an UNREP because I'm so excited," said Heaton. "I love every part of an UNREP, from start to finish."

Whenever a ship breaks away from a refueling ship, it is tradition to play a song over the ship's intercom while pulling away. At the end of the evolution, Cape St. George broke away to the tune of Michael Jackson's "Beat It."

"My favorite part of an UNREP is the song at the very end," said Day. "When we get to hear AC/DC or something like that, it puts you in a good mood, no matter how hard we had to work that day."



Photo by MC3 Stephen Doyle

ABRAHAM LINCOLN CARRIER STRIKE GROUP ENTERS 7TH FLEET AOR

By Abraham Lincoln Carrier Strike Group Public Affairs

Abraham Lincoln Carrier Strike Group entered the 7th Fleet Area of Responsibility (AOR) Sept. 25 as part of their scheduled 2010-2011 deployment.

The 7th Fleet AOR is the largest of the numbered fleets, covering more than 48 million square miles of the Pacific and Indian Oceans.

The mission of the Lincoln Strike Group while deployed will focus on maritime security operations and theater security cooperation efforts, which help establish conditions for regional stability.

“Working with our allies in this region is extremely important to us,” said Rear Adm. Mark D. Guadagnini, strike group commander. “The U.S. commitment to cooperation and collaboration with like-minded nations is vital to Asia-Pacific security and stability.”

Lincoln Strike Group’s presence is part of the ongoing commitment of U.S. naval forces to support maritime security operations and

operations in international waters, as well as encourage dialogue, promote growth and ensure the free flow of trade in the region.

“Partnerships and teamwork are integral to building the strong bonds that will lead to peace and prosperity throughout the region and the world,” said Guadagnini.

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For more information on Abraham Lincoln Strike Group and the USS Abraham Lincoln, visit <http://www.navy.mil/local/cvn72/> or www.facebook.com/usslincoln.

ABRAHAM LINCOLN STRIKE GROUP HOLDS CHILI COOK-OFF AT SEA

By Mass Communication Specialist 2nd Class Brian Morales

Photo by MC2 Brian Morales



Abraham Lincoln Carrier Strike Group (CSG) 9 culinary specialists competed in a chili cook-off aboard USS Abraham Lincoln (CVN 72), Sept. 20.

Twelve cooks throughout CGS-9 were given the opportunity to put their culinary skills to the test and showcase their talent.

The cook-off gave culinary specialists a chance to break away from daily routines and test their knowledge and skills in the galley, creating different variations of their own chili.

“It’s a great way to meet other chefs,” said Culinary Specialist 1st Class (SW/AW) Thomas Helms, a culinary specialist assigned to CSG-9 staff. “I wish everybody good luck.”

Culinary specialists cook for thousands of Sailors each day using limited ingredients stored aboard. On a typical day aboard an aircraft carrier, culinary specialists serve approximately 15,000 meals and 2.5 million meals over the course of a six-month deployment. Normally as one meal is being served, the cooks are already making preparations for the next meal.

“I don’t know what I’m up against,” said Culinary Specialist 3rd Class Keith Williams, USS Cape St. George (CG 71). “This is my first time on a carrier and my first chili competition. I had to modify my recipe to up my game for this competition.”

Some of the cooks stirred up traditional recipes, like Williams, who used his father’s old recipe for the cook-off. Others put their own spice into the event like making a Bloody Mary chili for the competition.

Chili sampling and judging began at noon in the admiral’s wardroom and was judged based on six categories: color, texture, flavor, spice, aroma and consistency.

“This is a good way to display our skills,” said Culinary Specialist 2nd Class Jonathon K. Yates. “Culinary specialists don’t get to show what they can really do most of the time.”

Yates is a master certified food executive assigned to USS Lincoln, where he serves as the commanding officer’s chef. Yates’ assistant, Culinary Specialist 3rd Class William Felix, also helped make the chili. Both started preparations for their chili the night before.

The eight culinary specialist teams served samples to the five judges: Rear Adm. Mark D. Guadagnini, commander, CSG-9; Capt. Carol Hottenrott, commander, Destroyer Squadron (DESRON) 9; Capt. John Eden, commander, Carrier Air Wing (CVW) 2; Capt. Bill Byrne, USS Cape St. George commanding officer; and Capt. Timothy Kuehhas, USS Abraham Lincoln executive officer.

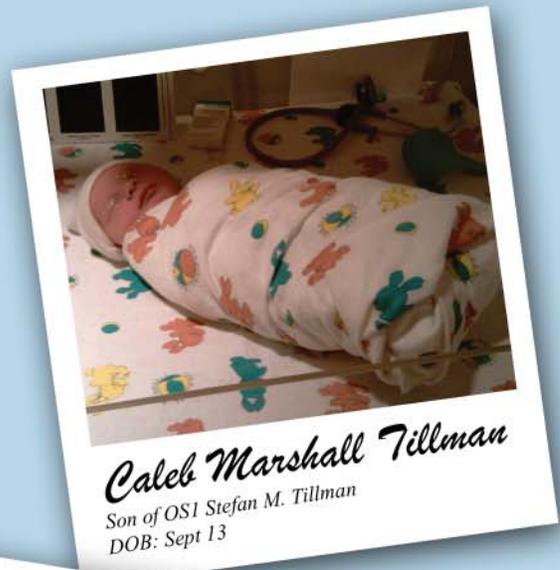
“It is a great opportunity to foster some camaraderie in the strike group, and we get to taste the benefits,” said Hottenrott.

After conferring with the other judges, Guadagnini declared the Yates and Felix team the winners of the chili cook-off.

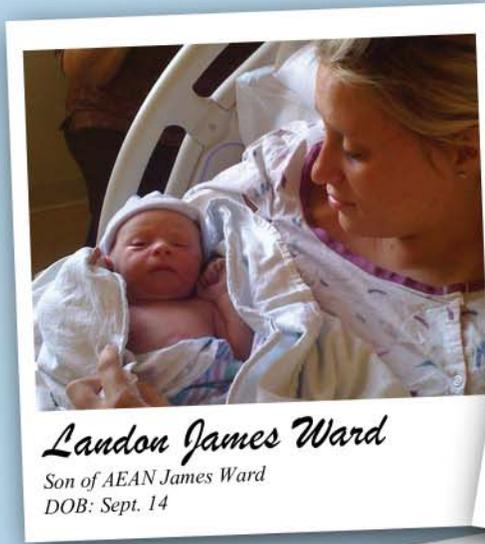
“It is a big accomplishment for me and Felix, being our first chili competition,” said Yates. “We get to meet some of our colleagues on other ships and see some old familiar faces. We learn from each other and hope we get the opportunity to do other competitions in the future.”

MATADOR CHILI Ingredients:

- 2 pounds ground beef chuck
- 1 pound bulk Italian sausage
- 3 (15 ounce) cans chili beans, drained
- 1 (15 ounce) can chili beans in spicy sauce
- 2 (28 ounce) cans diced tomatoes with juice
- 1 (6 ounce) can tomato paste
- 1 large yellow onion, chopped
- 3 stalks celery, chopped
- 1 green bell pepper, seeded and chopped
- 1 red bell pepper, seeded and chopped
- 2 green Chile peppers, seeded and chopped
- 1 tablespoon bacon bits
- 4 cubes beef bouillon
- 1/2 cup beer
- 1/4 cup chili powder
- 1 tablespoon Worcestershire sauce
- 1 tablespoon minced garlic
- 1 tablespoon dried oregano
- 2 teaspoons ground cumin
- 2 teaspoons hot pepper sauce (e.g. Tabasco™)
- 1 teaspoon dried basil
- 1 teaspoon salt
- 1 teaspoon ground black pepper
- 1 teaspoon cayenne pepper
- 1 teaspoon paprika
- 1 teaspoon white sugar
- 1 (10.5 ounce) bag corn chips such as Fritos®
- 1 (8 ounce) package shredded Cheddar cheese



Caleb Marshall Tillman
Son of OS1 Stefan M. Tillman
DOB: Sept 13



Landon James Ward
Son of AEAN James Ward
DOB: Sept. 14



Landon Joel Moorman
Son of GM2 Joel Moorman
DOB: Sept 23



Jose Alberto Jimenez
Son of AOAN Jose A. Jimenez
DOB: Sept. 23



Alexander Xair Santana
Son of ABHAN Alexander Santana
DOB: Sept 9



Kaylee Peyton Orebaugh
Daughter of AOAN Kyle S. Orebaugh
DOB: Sept 12

USS Abraham Lincoln

The Stork Report

Contact MCC Powell at pao@cvn72.navy.mil to enter your newborn in the Stork Report!

ABRAHAM LINCOLN CVN 72



YOU KNOW
HOW WE DO



SHALL NOT PERISH