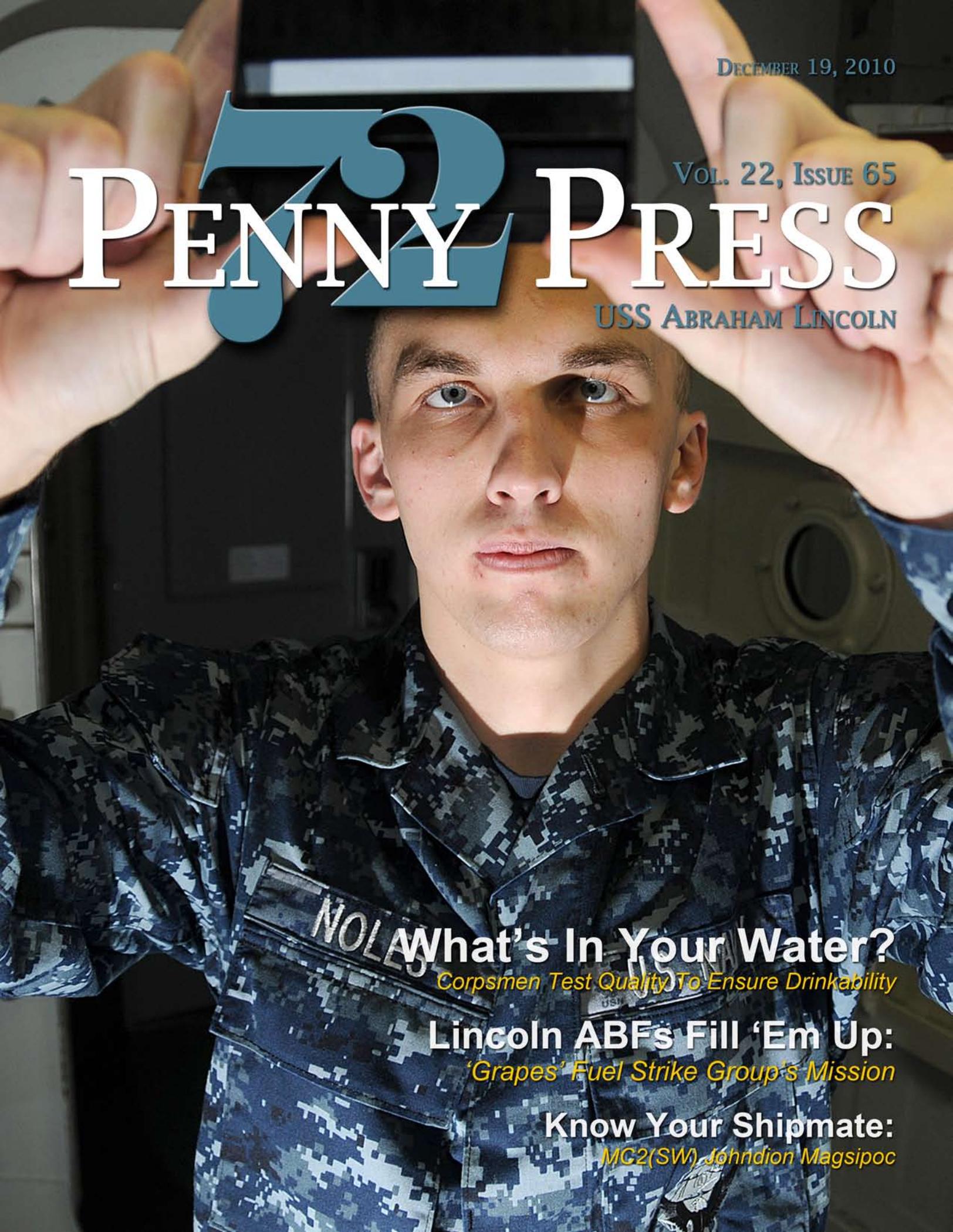


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# PENNY PRESS

USS ABRAHAM LINCOLN



## What's In Your Water?

*Corpsmen Test Quality To Ensure Drinkability*

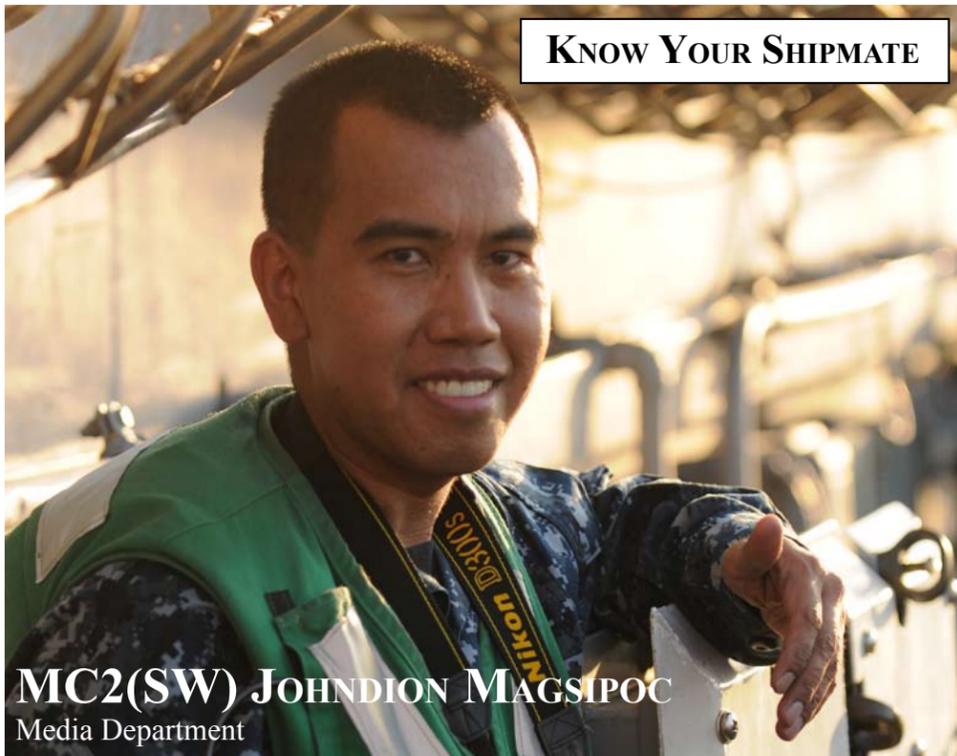
## Lincoln ABFs Fill 'Em Up:

*'Grapes' Fuel Strike Group's Mission*

## Know Your Shipmate:

*MC2(SW) John Dion Magsipoc*

## KNOW YOUR SHIPMATE



**MC2(SW) JOHNDION MAGSIPOC**  
Media Department

Even though he is separating from service, Mass Communication Specialist 2nd Class Johndion Magsipoc, of Pearl Harbor, will always be a shipmate of the Lincoln Media Department.

Since joining the Navy in 2005, Magsipoc went from the Joint Task Force Civil Support in Fort Monroe, Va., to the Lincoln in 2008. Magsipoc is preparing to separate from the Navy and discover his future adventures in the civilian world.

With a Filipino background and living in Hawaii since he was eight years old, Magsipoc had traveled all over the world, even before joining the military. He went to school in London, lived in Spain for a year and visited Portugal in efforts to join the Peace Corps.

"I love to learn and help others," said Magsipoc, who was media department's repair parts supply petty officer, safety petty officer and career counselor.

"Traveling to different countries helped me learn about different cultures and languages, but I also wanted to use what I learned to help others," he added.

Magsipoc is fluent in Tagalog and Spanish and knows basic words and grammar in Ilocano and Hawaiian Pidgin. With his knack for languages, Magsipoc looked to join the Navy as a Cryptologic Technician and become a linguist, but

instead chose the communication field.

Since coming aboard Lincoln, Magsipoc developed a love for the continental states and Washington. He plans to go to school in Washington or California and periodically visit his family in Hawaii.

"If it wasn't for the Navy, I never would've traveled so much in the mainland," said Magsipoc. "It wasn't until I went all over the states and visited the East and West Coasts that I learned there is so much more to do. I also like to drive for long distances so staying in the states is right for me."

With his love for helping others, Magsipoc looks forward to getting a degree in social services to become a guidance counselor. But, he said, "I'm ready for a break and want to take a nice vacation first."

Lincoln's media department will greatly miss the morale boost and personality he brought to the group.

"I am going to miss his positive energy and attitude," said Mass Communication Specialist 3rd Class Colby K. Neal. "After years of working for him, I learned a lot and he always brought exotic foods to duty like lychee or coconut milk. His singing during cleaning stations and dance routines will always be remembered."

## PENNY PRESS

USS ABRAHAM LINCOLN

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**Front Cover Photographer**  
MC2 Luciano Marano



## LINCOLN PREPARES FOR MAINTENANCE INSPECTION

Story and photo by Mass Communication Specialist 3rd Class Jerine Lee



With USS Abraham Lincoln's (CVN 72) Maintenance and Material Management (3M) Inspection scheduled for January 2011, the crew continues to improve the ship's planned and corrective maintenance program for the inspection held by Commander, Naval Air Forces.

The nation needs its aircraft carriers to function for 50 years, and proper maintenance will keep Lincoln in service until the year 2039, and possibly beyond.

During the 3M inspection (3MI), evaluators will come aboard Lincoln to ensure the ship is meeting Fleet maintenance standards. They will review all personnel maintenance qualifications and make sure they are up to date, review maintenance performance through random spot checks by the ship's elite spot check training team, and conduct space inspections to ensure equipment and spaces are operating safely and effectively.

After an assesment in mid-July discovered the ship's weak areas, Lincoln's 3M training team formulated a training and maintenance review plan to ensure the crew would excel in all areas of 3M.

"After learning where the weak spots were from the assessment, we commenced specialized 3M training classes and produced ship-wide training videos," said Master Chief

Damage Controlman Michael MacDonald of Lincoln's 3M training team. "We also refined our weekly zone inspections and provided a list of all discrepancies to clean up what needed to be done."

Lincoln also developed the ship's first Damage Control Petty Officer (DCPO) Academy, a week-long class that provides detailed and active training for Sailors to extend their knowledge of maintenance and upkeep of the ship's equipment.

"Too much training goes on in the Navy where people learn from lectures," said Damage Controlman 2nd Class Ryan Vanderstouw, a DCPO Academy instructor. "This class is the highest quality of training because it provides our Sailors with hands-on experience so they completely grasp and understand what is going on."

Lincoln's 3M Officer, Lt. Kelly Nichols, added that the reorganization and proper documentation of all 3M paperwork made the training go smoothly, giving him a positive attitude about results of the upcoming inspection.

"It will all come down to all maintenance personnel at the deckplate level and the leadership at each department being prepared," said Nichols, a Tacoma, Wash., native. "I'm confident that our training will pay off and we will successfully accomplish 3MI."

# SUPPLEMENT USE--KNOW WHAT YOU'RE TAKING

By Mass Communication Specialist 3rd Class Spencer W. Mickler



We've all seen the before and after pictures of participants who used a new and exciting product to lose weight or build muscle, each with dramatic results, or so we're told.

Supplements make claims they will improve on any number of areas from running faster, lifting more, jumping higher, or the old standby--losing weight quickly. But, do you know exactly what are you getting when you buy into the supplement hype?

Perhaps an even more important question is: what are you putting into your body, and what exactly is it doing to achieve these alleged benefits?

USS Abraham Lincoln's (CVN 72) Senior Medical Officer, Cmdr. Michael Jacobs, gave us his thoughts about supplement use and spoke about what Sailors should know before taking them.

"The supplement industry is a multibillion dollar industry that is unregulated and non-standardized," said



Jacobs. "There is no way to know what you're purchasing and consuming. The marketing is brilliant but deceptive, and lacks basic scientific standards for acceptable research and evidence-based claims."

Not only is it dubious to trust an unregulated industry, but supplements can often cause a host of medical problems, said Jacobs. Insomnia, palpitations, diarrhea, stomach problems, elevated blood pressure, alerted liver and kidney function, muscle cramps, and muscle

breakdown are among the most common, he added.

With so many pitfalls to ensnare users, who are often only trying to achieve the admirable goal of being more fit, even checking the label on these modern day tonics may not provide all the answers.

"Look for the USP (U.S. Pharmacopeia) label" said Jacobs. "However, one popular company is called USP Labs and has nothing to do with the USP quality assurance label; this is very deceptive."

"Avoid multiple (stacked) stimulants in one product," added Jacobs.

As far as safe supplements go, the list is short.

"Whey protein isolate used in moderation with an understanding of optimum timing (20-30 minutes post workout) is safe," said Jacobs. "Creatine is safe when used as directed, but some don't like the cost for minimal benefit."

Jacobs added that supplements should always be used as directed.

"If it says take one scoop, only take one, don't take two!"

Not to seem like a parent with a wagging forefinger, but the old fashioned ways are the best.

"The safest and time tested way to achieve muscle growth is proper nutrition, diligent interval training with good technique and appropriate rest and recovery," said Jacobs.

But fear not, diligent gym junkies, you aren't alone in your quest to be the best physical specimen possible; Jacobs said he will address any supplement-related concerns.

"Bring your products to the medical department, and I will review the ingredients with you," said Jacobs. "My desire is to empower Sailors with education and insight about the weightlifting supplements industry; much of the marketing is pure hype and deceit."

**"My desire is to empower Sailors with education and insight about the weightlifting supplements industry; much of the marketing is pure hype and deceit."**

-Cmdr. Michael Jacobs  
Senior Medical Officer



## USS HALSEY CONDUCTS GUNNERY EXERCISE WITH FRENCH FRIGATE FS TOURVILLE

From Abraham Lincoln Carrier Strike Group Public Affairs

The guided-missile destroyer USS Halsey (DDG 97) and French Navy frigate FS Tourville (D 610) participated in a joint gunnery exercise in the Arabian Sea, Dec. 5 to enhance coalition maritime forces training and coordination.

During the exercise, both ships fired a variety of high- and low-caliber weapons at a large inflatable target simulating a hostile threat.

On the Halsey's first two passes by the target, the crew fired their 5-inch/62 gun. The next two passes were made firing a 25 mm gun, an M240B machine gun and the ship's Phalanx close-in weapon system (CIWS).

The training displayed the two nations' ability to work effectively to accomplish their missions with great levels of interoperability.

Cmdr. Jordy Harrison, USS Halsey commanding officer, said the joint scenario showcased the two ships' ability to maneuver and communicate as a unified force.

"This exercise demonstrated the teamwork and proficiency we have developed in working with our French

allies," Harrison said. "The Abraham Lincoln Carrier Strike Group, in conjunction with the French Navy, is dedicated and well-rehearsed to execute any mission that will bring security and stability to the region."

Gunner's Mate 2nd Class Michael Kennedy, USS Halsey small arms marksmanship instructor, said the exercise was a great way to show that hard work and cooperation pay off.

"When everyone works together to accomplish a common goal, it's very rewarding to see the successes that are achieved," said Kennedy, a native of Port St. Joe, Fla.

Halsey, a member of Destroyer Squadron (DESRON) 9, is currently on a scheduled deployment with the Abraham Lincoln Carrier Strike Group, which consists of flagship USS Abraham Lincoln (CVN 72), embarked Carrier Air Wing 2, embarked DESRON 9 and the guided-missile cruiser USS Cape St. George (CG 71).

The Abraham Lincoln Carrier Strike Group is deployed in the U.S. 5th Fleet area of responsibility conducting maritime security operations and theater security cooperation efforts to establish conditions for regional stability.



# LINCOLN V-4 FUELS DIVISION DELIVERS 'FINE WINE THROUGH THE GRAPEVINE'

Story and photos by Mass Communication Specialist 3rd Class Jerine Lee



Sailors assigned to USS Abraham Lincoln's (CVN 72) Air Department, V-4 division, catch people's eyes with their vibrant purple shirts. To an observer watching as the aviation boatswain's mates (fuels) (ABFs) haul fuel hoses around on the flight deck, it may seem they are only responsible for filling up an aircraft's gas tank.

While that may be true, ABFs, also known as grapes or fuelies, are additionally accountable for the quality of fuel pumped into each aircraft.

This means they spend long hours maintaining the highest quality fuel, making sure it is clean and water-free to help ensure maximum performance of the aircraft's turbine engines, and therefore, safety of the pilots.

"While the rest of the ship makes

sure the aircraft can launch off the flight deck, ABFs ensure the aircraft stays in the air," explained Aviation Boatswain's Mate (Fuels) 2nd Class Rigoberto Cisneros, a work center supervisor for one of Lincoln's pump rooms.

Lincoln has three pump rooms with various pipes, pumps, valves gauges and motors. ABFs must learn how to operate all the equipment and understand their purpose.

The pump rooms have a storage system with 166 tanks that hold all fuel brought on board during underway replenishments, and which undergoes an initial purification where any water or debris is removed from the fuel.

Next, the fuel is transferred from the storage systems to the service tanks and then through additional filters.

"The pump rooms are very intricate and there is a lot to know, but it's necessary because if there are any incidents, we have to be at the scene and fix it as quickly as we can," said Cisneros, a Homestead, Fla., native. "Safety is extremely important in our work because fuel can be harmful to Sailors and it could cost thousands

of dollars in damage to jet engines if misused.

ABFs are responsible for supervising four service filters, each pumping 2,000 gallons of fuel every minute. They maintain the equipment and perform scheduled checks and tests frequently.

"For our filters, we make visual screenings every 15 minutes and we also test the fuel every two hours in our laboratory to make sure it's safe for use," said Cisneros. "We work by the saying, 'clean, clear and bright.'"

Besides providing fuel for aircraft on the flight deck, ABFs must effectively communicate with a number of other departments on the ship for any instances in which fuel is involved.

"The ship holds more than three million gallons of fuel and the pipes are everywhere throughout the ship," added Cisneros. "Wherever there is a purple pipe, we work with it."

Because jet propellant fuel is also necessary for emergency generators, ground support equipment and lube oil heaters, ABFs must collaborate with the ship's reactor department.

Fuel is also used for balancing

the ship, so Lincoln's engineering department must work with V-4 personnel in order to transfer fuel to specific areas to redistribute weight.

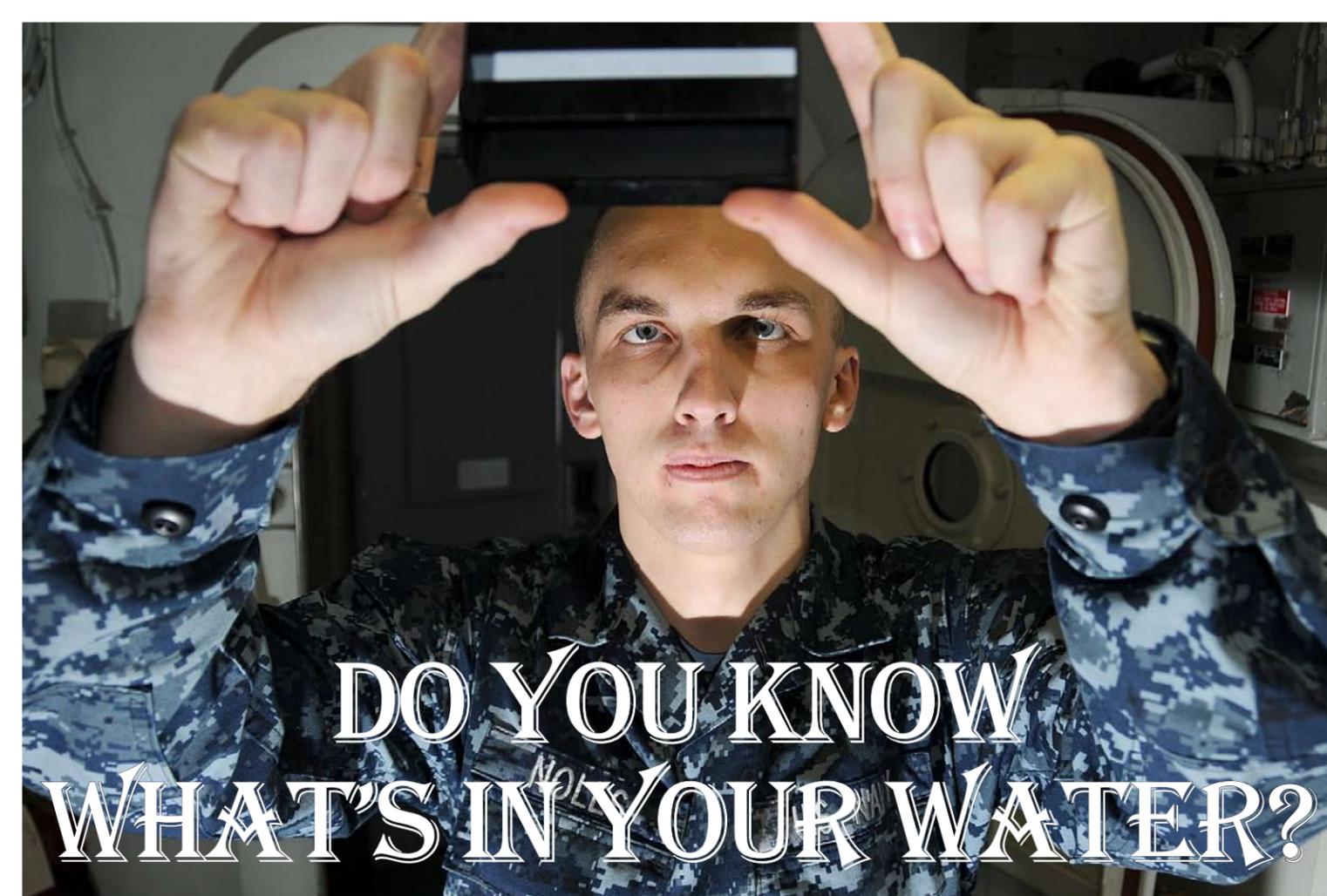
The air wing works with ABFs to remove fuel from an aircraft for maintenance purposes.

"We support and work with a majority of the ship," said Cisneros. "It's a lot of work but it's rewarding to know that you are doing something important for the strike group."

In addition to the transfer and delivery of fuel, ABFs are renowned for their traditions and pride in their rating. Sayings such as, "We deliver fine wine through the grapevine," are stated proudly by V-4 personnel.

"We are all aware that we stand out in our purple jerseys and people can smell fuel from our clothes from far away," said Cisneros. "But we are like a brotherhood. We stick together and get the job done."





# DO YOU KNOW WHAT'S IN YOUR WATER?

LINCOLN CORPSMEN TEST LEVELS REGULARLY TO ENSURE DRINKABILITY



Story and Photos by Mass Communication Specialist 2nd Class Luciano Marano



The Navy has not yet perfected the art of underway farming, and even the mightiest of warships is forced to resupply eventually.

Repair parts and new personnel are flown on board, mail is delivered on a regular basis, we receive millions of gallons of fuel from supply ships, and of course, we get fresh food almost every week while underway.

However, one thing we do make ourselves is water.

Lincoln's reactor creates 400,000 gallons of water every day. Four evaporators, working night and day, supply the ship with enough drinkable water to sustain 5,000 people with no outside assistance required.

Ensuring the cleanliness of the ship's potable water is a responsibility that falls on an elite group of Lincoln's finest: the hospital corpsmen.

"The Navy has had a hard time with water quality through the centuries," said Chief Hospital Corpsman Michael Zarella, leading chief petty officer of Lincoln's preventive medicine section. "Once it was even referred to as 'lively water' because of all the things that would grow in it. That's why beer, wine and grog were popular with Sailors as a safer alternative."

The evolution of water purification on naval ships is a fascinating subject; from the early days of basic chlorination, which proved too unstable to store safely, to several safer, yet unrealistically expensive alternatives, until eventually the electrolytic chlorine we use today was developed.

"The chlorine is stored in rock salt form until we need it, and then the gas is extracted electromagnetically and only in the small amount that we intend to use right away," said Zarella. This saves the ship from having to store chlorine in its base chemical form, which produces toxic gas when exposed to moisture.

"We test 12 different space's water every day," said Zarella. "We always try to find the end points of the distribution system, if we find trace chlorine there then we know that it has made its way throughout the ship's water."

The never-ending task of testing the ship's water is carried out by the day's duty corpsmen.

"All the HMs on board are trained to do this," said Zarella.

It is a job that requires constant vigilance, as the threat of bacteria is always present in the ship's potable water.

"If you don't obtain water samples from throughout the ship, you won't have an accurate picture of how the system is controlling bacteria in the water," said Hospitalman Christopher Noles, currently embarked with Strike Fighter Squadron (VFA) 2.

"The original responsibility of producing clean water is that of the engineering guys, and they're very good," said Zarella. "We're the oversight control because it is the Senior Medical Officer (SMO) who is responsible to the captain for the health of the crew."

"If I fail in my duties to monitor the water quality, then the crew is put at risk to high levels of chlorine or bacteria and that would hinder our mission to protect service members on the ground," said Noles.

The human body can survive much longer without food than it can without water. It's not the sort of thing one thinks about often; taking a drink of water is a relatively low-risk activity around the ship when compared to some of the tasks performed in this potentially-deadly environment every single day.

However, it's hard to imagine something missed more when it's not around than a cold drink of water, and the Sailors of the engineering and medical departments are hard at work making sure that Lincoln never goes thirsty.

# UNITED THROUGH READING PROGRAM REACHES HOME

## THANK YOU FOR SENDING IN THESE PHOTOS

United Through Reading is a program to help Sailors stay in contact with their families back home while deployed.

A Sailor reads a book to their child on camera and the video is then recorded to a CD so it can be mailed home and viewed by the Sailor's family.

The program is a worldwide initiative that helps children understand that even

though their loved one may be gone, they are near at heart.

Lincoln has 89 volunteers and has completed more than 300 videos with a projection of more than 650 to be completed by the end of deployment.

Any Sailor can sign up; visit Lincoln's Sharepoint page under the command programs tab.

Learn more at:

<http://www.unitedthroughreading.org/military/>



A large ship, possibly a naval vessel, is seen from an elevated perspective, sailing on the ocean. The sun is low on the horizon, creating a bright, shimmering reflection on the water's surface. The sky is a deep, dark blue, and the overall scene is dramatic and serene. The ship is dark against the lighter water and sky.

Sleep tight, America...  
We got this