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GRAHAM LINCOLN

Flight Deck Heroics

Sailors Take Quick Action to Save a Shipmate's Life

Starting Off on the Right Foot

New Abe Sailors' First 72 Hours

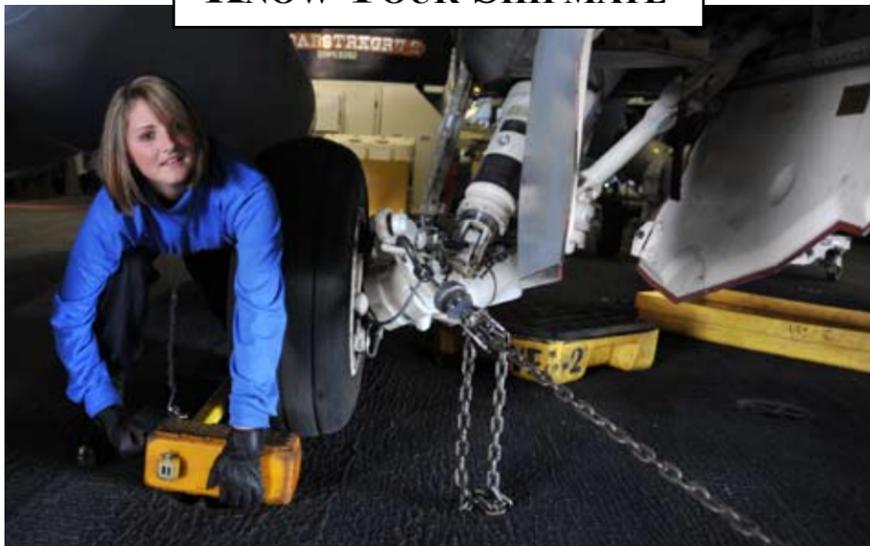
Around the Strike Group

Checking in with the Guided-Missile Destroyer USS Shoup

Know Your Shipmate

Airman Holly Armstrong

KNOW YOUR SHIPMATE



AIRMAN HOLLY ARMSTRONG HANGAR DECK CONTROL DIVISION

Airman Holly Armstrong, a native of Highland, Ind., checked aboard the deployed aircraft carrier USS Abraham Lincoln (CVN 72), Jan. 21. Armstrong said she is excited to be aboard the ship. She joined the Navy to experience new things and to travel the world, something she said the average person does not have the opportunity to do.

Armstrong attended Aviation Program and Career Track (APACT) in Pensacola, Fla., where she learned the basic airman skills that she will use on Lincoln.

Working with the air department's hangar deck control division, Armstrong is a member of the unit responsible for the safe transit and placement of aircraft in the hangar bay.

She described her first 72 hours aboard the ship as "strange and different." "You have to learn a lot really fast, or otherwise you're going to get lost," said the 22-year-old.

While in the Navy, Armstrong hopes to pick up rank and choose a rate that she enjoys. Armstrong arrived aboard the ship with 16 other new check-ins.

For more on a Sailor's first 72 hours aboard Lincoln, check out the story on the opposite page.

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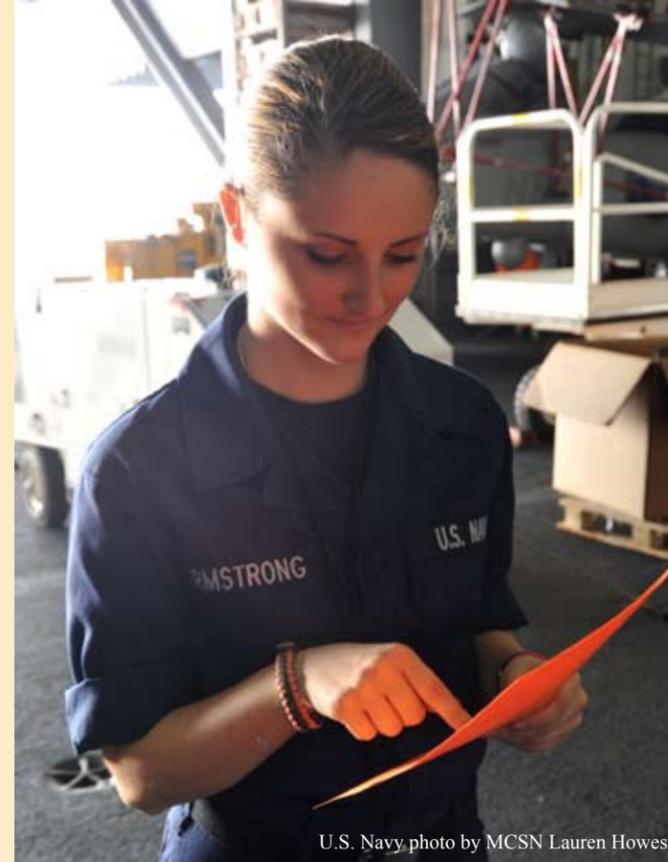
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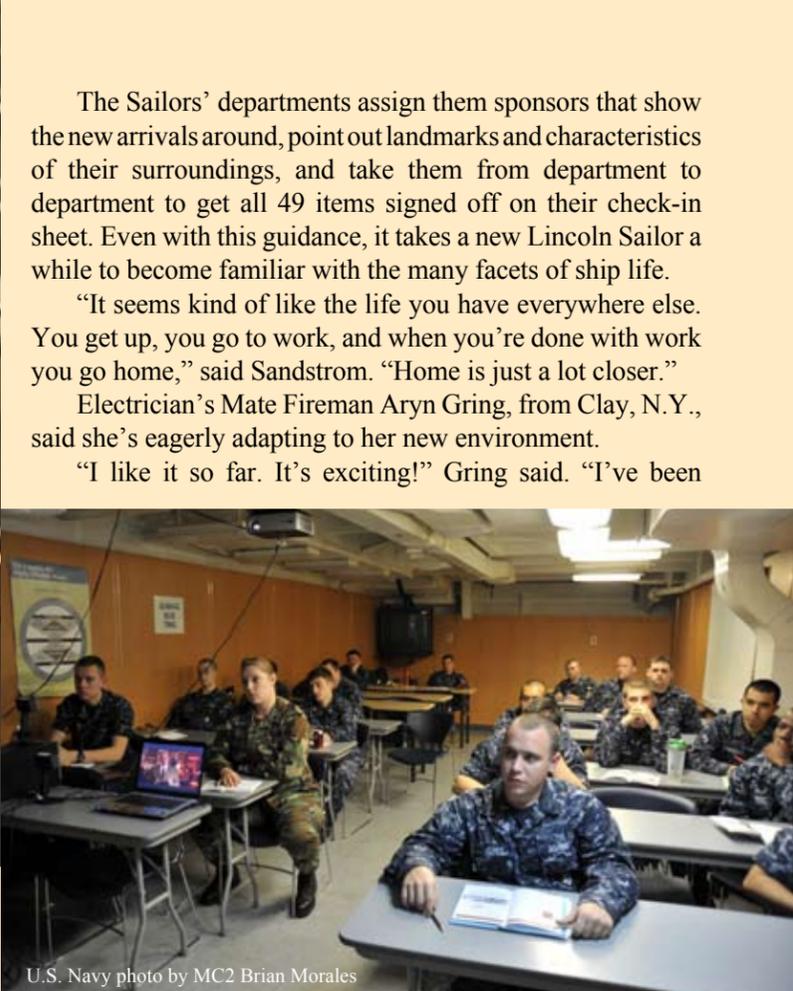
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Front Cover Photographer
MC2 Brian Morales



U.S. Navy photo by MCSN Lauren Howes



U.S. Navy photo by MC2 Brian Morales

THE FIRST 72 HOURS

By Mass Communication Specialist 2nd Class Brian Morales



Sailors from all across the globe join together on USS Abraham Lincoln (CVN 72) to create a floating city. The first few days aboard the ship is a Sailor's opportunity to get started on an exciting adventure, serving the nation and seeing the world.

New Sailors arriving during Lincoln's deployment land on the flight deck in a C-2A Greyhound assigned to the Providers of Carrier Logistics Support Squadron (VRC) 30, where they experience their first look at their new home: a 20-story, 1,092-foot long warship. From the flight deck, they are immediately escorted into the air transfer office, one of 3,000 spaces on the ship.

Though people join the Navy not knowing what to expect from their first ship, receiving good guidance early on can set a positive tone for their time as Lincoln Sailors.

"When I picked orders to the Lincoln, I didn't know much about the ship or carriers really," said Aviation Electrician's Mate Airman Christopher Sandstrom, from Stanford, Mont. "It is kind of hectic getting settled in."

walking around getting lost on purpose to find my way around better."

One of the first steps Sailors must take upon reporting is to stop by the training department office to sign up for the next indoctrination (Indoc) class.

Information Technician 2nd Class Yakeisha Morgan, Indoc leading petty officer, from Queens, N.Y., said the Indoc program equips Sailors with the right tools to be successful aboard Lincoln.

"I think the program is great," said Morgan. "It gives newly reported Sailors the opportunity to learn about different aspects of the ship, and it prepares them for what's ahead at their first command."

During the at-sea Indoc, several Lincoln leaders speak to the new check-ins on a number of topics. The new arrivals are also welcomed to the ship by the commanding officer, executive officer and the command master chief.

Gring said she's already feeling at home in her new environment.

"Sometimes I forget we're on a ship, except when it turns," Gring said. "I was walking and looked back up. We were leaning!"

During her first 72 hours on Lincoln, with the help of her sponsor, Gring found the ship's store, the fantail, and tried to remember her way back to berthing. Off to an enthusiastic start, she's learning more and more about the ship every day she spends underway.

COMPASS

Good Gouge for Your Spouse

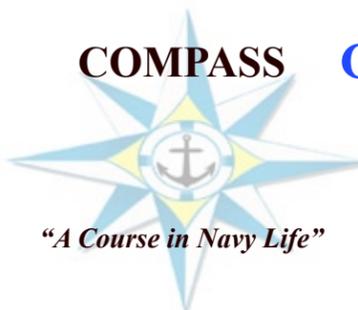
Dealing with Deployment- Anchors Aweigh
Benefits & Services- Navigating the Maze
Exploring your Community- Local Insight
Moving- Changing Ports
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"A Course in Navy Life"

RESCUE SWIMMERS AT THE READY

HSC-12 Golden Falcons' SARS Making a Difference

By Mass Communication Specialist 3rd Class Spencer Mickler



Search and rescue swimmers (SARS) are one of several pieces of the Golden Falcons of Helicopter Sea Combat Squadron (HSC) 12 that help support the mission of the Abraham Lincoln Carrier Strike Group.

In all, HSC-12, embarked aboard USS Abraham Lincoln (CVN 72) has more than 30 members in its air crew, all of whom are contributing to the Operation Enduring Freedom (OEF) fight.

Naval Air Crewman 2nd Class Jon Clement, of Vero Beach, Fla., said the air crew's many assets serve a variety of valuable functions.

"We provide search and rescue readiness, plane guard and armed surveillance and reconnaissance for the Lincoln," Clement said. "And we have two teams standing by 24 hours a day, just in case we're needed."

"A normal crew for us is two pilots, one crew chief who is designated to operate the rescue hoist and one rescue swimmer," said Clement. Being ready and equipped at all times doesn't mean the SARS from HSC-12 are waiting around for someone to send word before they take to the skies. HSC-12 flies every time the jets fly, providing search and rescue support for every sortie.

"We have one bird that flies plane guard every day, and we usually swap crews about four times," said Clement. "Being a plane guard means that we go up before flight operations start, and we don't land for good until they're over."

Apart from plane guard, HSC-12 also conducts reconnaissance operations, including armed surveillance when needed. HSC-12 helicopters are MH-60S Seahawks typically equipped with .50-cal. and M240 machine guns and Hellfire missiles.

During a reconnaissance action, Golden Falcons personnel conduct a surface search and identify contacts of interest to the carrier.

"When we get the call, we'll go check something out and report back. And we can do all that while we are accomplishing the plane guard mission," said Clement.

Multitasking missions for Lincoln means that the crew of HSC-12 gets their fair share of training.

"There is a lot of studying for tactics and procedures

on how to carry out a rescue during different scenarios," said Clement. "And we also have to know a lot about how the aircraft works and the different systems that it has."

Naval Air Crewman 3rd Class Caleb Bonilla said his favorite part of the job is knowing that, at any time, he might be called on to make a difference in the life of a

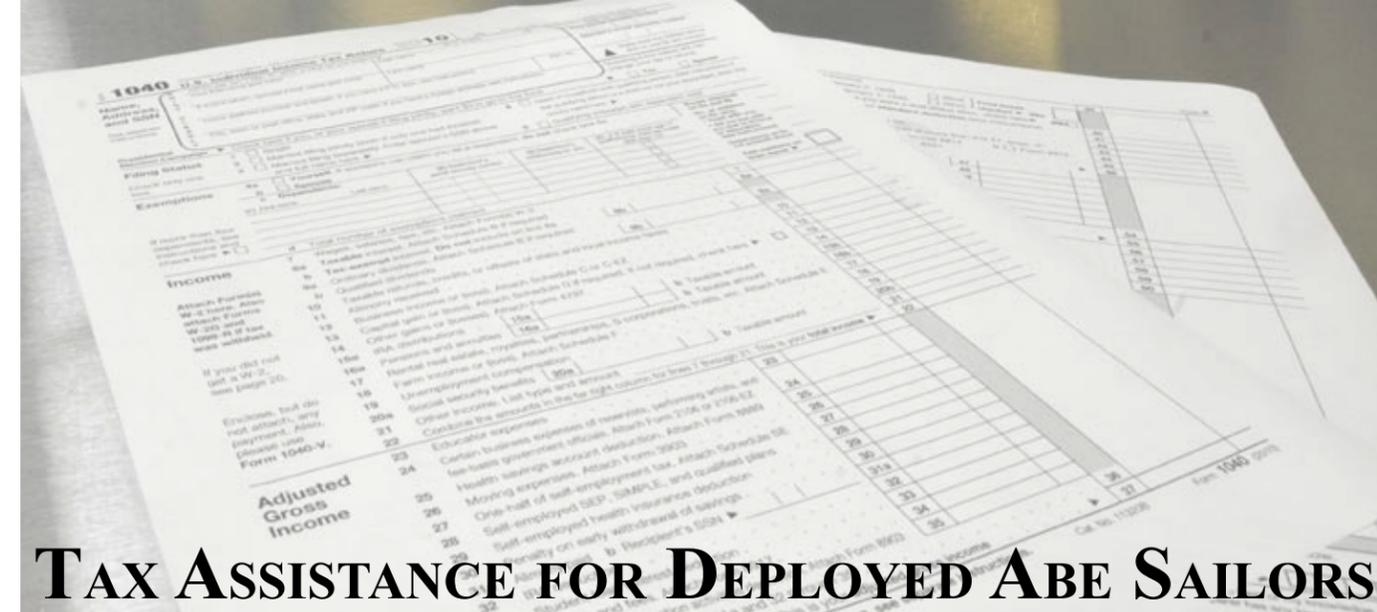


U.S. Navy photo by MC2 Arif Patani

shipmate.

"I love being able to help out people whenever it's needed," Bonilla said. "If something bad happens, we're there to rescue and recover."

In all their roles, from resident watchdog engaging a threat to rescue-capable unit saving a life, HSC-12 keeps Lincoln's support of OEF on a roll.



TAX ASSISTANCE FOR DEPLOYED ABE SAILORS

By Mass Communication Specialist 1st Class Sarah Murphy



Tax season is upon us once again. Though some of you have done this time and time again, many of you have never filed your own taxes or have never been deployed during tax season.

Don't fret; you have time. You can wait to file your taxes. There are special circumstances for military members who are deployed that give you up to six extra months to file. Filing tax

form 4868 (Application for Automatic Extension of Time--which, despite the title, you don't get automatically) before the April 18 military deadline will change your deadline to Oct. 17 to file your returns.

What can the Abraham Lincoln Legal Department do to help you out during deployment?

The legal department is not providing tax services this year because the ship and attached squadrons return

to their home ports during tax season. However, there are a few things they can help you out with before we return.

Legal can provide you with a Power of Attorney and Declaration of Representative. This document can give the person who represents you the ability to file taxes on your behalf. Contact the legal department right away to get started. A regular military power of attorney is not sufficient.

Whether it's moving to a new base or traveling to a new duty station, members of the military have many obligations that could impact their tax situation. Here are a few tax tips military members should keep in mind when filing their tax returns.

Moving Expenses If you are a member of the Armed Forces on active duty and you move because of a permanent change of station, you can deduct the reasonable unreimbursed expenses of moving you and members of your household.

Combat Pay If you serve in a combat zone as an enlisted person or as a warrant officer for any part of a month, all your military pay received for military service that month is not taxable. For officers, the monthly exclusion is capped at the highest enlisted pay, plus any hostile fire or imminent danger pay received.

Extension of Deadlines The time for taking care of certain tax matters can be postponed. The deadline for filing tax returns, paying taxes, filing claims for refund, and taking other actions with the IRS is automatically extended for qualifying members of the military.

Uniform Cost and Upkeep If military regulations prohibit you from wearing certain uniforms when off duty, you can deduct the cost and upkeep of those uniforms,

but you must reduce your expenses by any allowance or reimbursement you receive.

Joint Returns Generally, joint returns must be signed by both spouses. However, when one spouse may not be available due to military duty, a power of attorney may be used to file a joint return.

Travel to Reserve Duty If you are a member of the US Armed Forces Reserves, you can deduct unreimbursed travel expenses for traveling more than 100 miles away from home to perform your reserve duties.

Transitioning Back to Civilian Life You may be able to deduct some costs you incur while looking for a new job. Expenses may include travel, resume preparation fees, and outplacement agency fees. Moving expenses may be deductible if your move is closely related to the start of work at a new job location, and you meet certain criteria.

Tax Help Most military installations offer free tax filing and preparation assistance during the filing season. **Call the Fleet and Family Support Center in Everett at (425) 304-3367 or in San Diego at (619) 545-6071.**

Tax Information IRS Publication 3, the Armed Forces' Tax Guide, can be downloaded from IRS.gov or may be ordered by calling 1-800-TAX-FORM (800-829-3676).



LINCOLN SAILORS SAVE A SHIPMATE

Story and photos by Mass Communication Specialist 2nd Class Seth Clarke

 The commanding officer of Helicopter Sea Combat Squadron (HSC) 12, Cmdr. Patrick E. Keyes, awarded

the Navy Achievement Medal to two Sailors from USS Abraham Lincoln's (CVN 72) Air Department Jan. 25 for quick, decisive actions that saved the life of one of their shipmates.

During flight operations, Jan. 21, Aviation Boatswain's Mate (Equipment) 2nd Class Jesus J. Garcia, from Uvalde, Texas, and Aviation Boatswain's Mate (Handler) Airman Samuel R. Scheidecker, from Philadelphia, took action simultaneously to halt the launch of an E2-C2 Hawkeye when they noticed a



Sailor crossing the flight deck in the path of the aircraft.

Garcia works as an operator in the Integrated Catapult Control Station (ICCS), also known as "the bubble," located between the forward catapults that launch aircraft off of Lincoln's flight deck. His job is to first ensure that he has the correct amount of steam pressure for the launch, and then to make sure the deck in front of the aircraft is clear.

On the night of the 21st, after conducting his pressure reading, Garcia went up to check to see if he had a clear deck. When he looked up, he saw someone coming up out of the catwalk, onto the flight deck and directly into the path of the aircraft. He

immediately suspended the launch.

Had he indicated a clear deck forward, the launch would have proceeded.

Garcia said he was simply doing his job the way he was trained.

"Everyone that trained me, trained me properly," Garcia said. "It came in handy that night."

Independent of Garcia's actions, Scheidecker also followed the proper steps to suspend the launch. When he saw the Sailor enter the launch area, Scheidecker sent a suspend signal from the bow to the director topside.

"It was instantaneous," Scheidecker said. "As soon as you see something like that, you've got to react. We're watching out for one another up there. It's kind of cool that both of us, from two different divisions, saw her and stopped it in time. I'm glad we did."

Capt. Brad Jensen, Lincoln's Air

Operations, said the Sailors' extraordinary actions were the result of their ability to maintain focus, fight complacency and react according to their training.

"Everything that they do up there is to preserve life and to preserve assets," Jensen said. "Their first instinct was to recognize that they had someone in an area that wasn't supposed to be there. That made all the difference. If not for

their actions, it would have resulted in the loss of life, without a doubt."

Jensen said that although flight operations that night ended without incident, it was important to remember to stay focused at all times while working in such a dangerous environment.

"You like to recognize great actions, but the flip side is that this

could have been very bad," he said. "This could have been a memorial service. Instead, we got to recognize a couple of Sailors for doing a great job and saving a life."

The Abraham Lincoln Carrier Strike Group is deployed in the U.S. 5th Fleet area of responsibility in support of maritime security operations and theater security cooperation efforts.





U.S. Navy photo by MCS Spencer Mickler



U.S. Navy photo by MCSN Adam Randolph



U.S. Navy photo by MCSN Adam Randolph



U.S. Navy photo by MC2 Seth Clarke



U.S. Navy photo by MC2 Brian Morales



U.S. Navy photo by MC1 Sarah Murphy



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U.S. Navy photo by MC2 Brian Morales



U.S. Navy photo by MCSN Adam Randolph



U.S. Navy photo by MC2 James R. Evans

USS SHOUP TOMAHAWK SPECIALISTS TRAINED AND READY FOR ACTION

By Mass Communication Specialist 2nd Class Alan Gragg



The fire controlmen of guided-missile destroyer USS Shoup (DDG 86) continued to demonstrate that they are ready at a moment's notice, Jan. 27, by completing dozens of scenario-based Tomahawk missile training evolutions during their current deployment.

While deployed in the U.S. 5th Fleet area of responsibility, Shoup has answered the call by delivering hundreds of simulated Tomahawk missiles in support of 5th Fleet strike operations.

"We strive to always be ready, and if the regional commander needs a job done, we want to be the ship they call upon," said Chief Fire Controlman

Scott Benjamin, Shoup's strike leading chief petty officer.

Shoup's fire controlmen have benefited greatly from the training and continue to learn throughout deployment.

"The training is set up to be as realistic as possible," said Fire Controlman 1st Class Jeremy Baker, leading petty officer of Shoup's combat missiles department. "It's very well-orchestrated training, and every time they've tested us, our system has been 100 percent operational."

Baker said teamwork has been a critical element in Shoup's strike preparations.

"We have a strong strike team and can deliver on whatever we're asked to

do," said Baker. "Our techs who work on the Tomahawk system are doing a phenomenal job of keeping it up and running."

One of the challenges the strike team has faced is dealing with the array of tasks required based on the area of the world Shoup is operating in at a given time.

"We are very flexible because of all the in-house training we do," said Baker. "We constantly prepare for anything we might be asked to do."

Shoup is deployed with the Abraham Lincoln Carrier Strike Group in the U.S. 5th Fleet area of responsibility in support of maritime security operations and theater security cooperation efforts.



U.S. Navy photo by MC2 James R. Evans



U.S. Navy photo by MCSN Jerine Lee



U.S. Navy photo by MC2 Alan Gragg

T O M A H A W K

CRUISE MISSILE

The Tomahawk Land Attack Missile (TLAM) is an all-weather, long range, subsonic cruise missile used for land attack warfare, launched from U. S. Navy surface ships and U.S. Navy and Royal Navy submarines.

The Tomahawk carries a nuclear or conventional payload. The conventional, land-attack, unitary variant carries a 1,000-pound-class warhead (TLAM-C) while the submunitions dispenser variant carries 166 combined-effects bomblets (TLAM-D).

Tomahawk cruise missiles are designed to fly at extremely low altitudes at high subsonic speeds,

and are piloted over an evasive route by several mission-tailored guidance systems.

Primary Function: Long-range subsonic cruise missile for striking high value or heavily defended land targets.

Unit Cost: Approximately \$569,000

Weight: 2,900 pounds; 3,500 pounds with booster

Speed: Subsonic - about 550 mph

Length: 18' 3"; 20' 6" with booster

Diameter: 20.4"

Wingspan: 8' 9"



ALL-FEMALE CATAPULT TEAM GETS THE JOB DONE

Story and photos by Mass Communication Specialist 2nd Class Brian Morales



Fourteen female Sailors assigned to USS Abraham Lincoln's (CVN 72) Air Department formed an all-female catapult crew to launch aircraft in support of Operation Enduring Freedom (OEF), Jan. 23.

Thirteen Aviation Boatswain's Mates (Equipment) joined catapult and arresting gear officer, or "shooter", Lt. Cmdr. Jessica Parker to form the all-female launch crew, manning critical positions such as topside safety petty officer and

catapult deck edge operator to launch the missions over the deck.

On and below the flight deck, 167 ABEs maintain and operate the catapults on a daily basis; six percent of which are females.

"The rate for females only opened up not too long ago," said Aviation Boatswain's Mate (Equipment) Airman Sheila Seripap, from Atlanta, Ga. "Every work center only has a handful of females in it."

Lincoln's ABEs work long days and nights to keep the catapults in a readiness condition, which

has led to more than 1,400 sortie missions launched since October 2010 in support of OEF.

"Aviation Boatswain's Mates are some of the hardest working people on the flight deck of the ship. It is not that many of us, but we can do it," said Seripap.

Lt. Cmdr. Jessica Parker, from St. Louis, the only female shooter aboard Lincoln, inspected the waist catapults prior to flight operations and signaled the launch of aircraft. She attributed the unique opportunity to field an all-female team to the tenacity of the team members.

"If it weren't for the guys training the women, and the women having the courage to work in the most dangerous four and a half acres of sovereign U.S. territory there is, then we wouldn't have had the opportunity to have an all-female catapult crew," Parker said. "These ladies are awesome, and the guys they work with are awesome too."

The Abraham Lincoln Carrier Strike Group is deployed in the U.S. 5th Fleet area of responsibility in support of maritime security operations and theater security cooperation efforts.



SUPER BOWL XLV PREVIEW

Expect Aaron Rodgers to Shine in his First Title Shot

By Mass Communication Specialist 2nd Class Alan Gragg

 The Green Bay Packers and Pittsburgh Steelers will square off in Super Bowl XLV (that's 45, for those of you who don't read Roman). It promises to be a great matchup of two classic NFL teams, meeting for the first time in America's biggest game.

Each team has followed

down with a high-ankle sprain against the Jets. The center-quarterback exchange was mishandled a few times throughout the AFC championship game; the Steelers offense can't afford to have that happen against the Packers D.

Scoring droughts and bad snaps are not the marks of a team who wins the Super Bowl. However, the Steelers do have a few key things

“ I’M STICKING WITH MY PRESEASON PICK. THE PACKERS WILL WIN IT ALL. ”

the prototypical championship formula: build a solid defense and top it off with a franchise quarterback who can pull out a win late in the game. A clash between two such teams should make for another awesome Super Bowl viewing experience. Too bad for those of us on the ship that we'll have to get up in the middle of the night to see it live.

I woke up at 2 a.m. to watch the conference championship games, and I saw two clearly dominant teams in those games, even though the final scores (21-14 Packers, and 24-19 Steelers) may not make it seem that way. The Packers overwhelmed the Bears offense with relentless pressure, and Aaron Rodgers hung tough in the pocket to methodically put the Bears D to rest.

The Steelers started off the first half on fire and jumped out to a 24-0 lead over the Jets, but Pittsburgh fans should be nervous that they didn't score at all in the last 31:13 of the game. Super Bowl champions rarely have a stretch like that at all during their season. Granted, the Jets defense is nothing to sneeze at.

Most of the Steelers' problems stemmed from an early injury to rookie Pro Bowl center Maurkice Pouncey, who went

going for them in their defense and running game. A defensive front capable of making big stops, like the fourth quarter goal-line stand against the Jets, and tough running by Rashard Mendenhall could help propel Pittsburgh to the win. But I'm sticking with my preseason pick. The Packers will win it all.

The playoffs started with Green Bay as the No. 6 seed in the NFC, and most people counted them out when they had to face Philadelphia and Atlanta in consecutive games. The Packers' playoff ranking was misleading because the team was banged up all season, but they managed to come together quite well for the playoffs and blew away the Eagles, Falcons and Bears over the last three weeks.

Led by quarterback Aaron Rodgers, they pass all over everybody and play stifling D like a Super Bowl championship team should. The difference in the game will be Green Bay's defensive line eating up the Steelers offensive linemen and putting a hurtin' on Ben Roethlisberger like so many people want to see after all his off-field shenanigans. My prediction is that the game will be close and will end with Big Ben getting sacked by the Pack. Final Score: Packers, 21-17.

NAVY SECRETARY PUSHES FOR ALTERNATIVE ENERGY USE

By Chinara Lucas, Secretary of the Navy Public Affairs

The secretary of the navy reached out to prominent industry leaders during a Washington, D.C., summit Jan. 25, in an effort to have them incorporate the use of alternative fuels in their push for a clean economy.

During the Clean Energy Summit, Secretary Ray Mabus began his review of the effects converting the Department of the Navy (DoN) from fossil fuels to alternative fuels will have on the economy on a basic level.

“A clean energy economy supports American workers and creates new jobs,” said Mabus.

Mabus continued by trying to increase understanding of the implications of fossil-fuel by discussing our country's dependence on it.

He relayed information about DoN flying an F/A-18 with a camelina-based biofuel and a MH-60 Seahawk helicopter on an algae-based biofuel. Maybus said substitutions such as this would reduce the need for alteration caused by limited availability.

“Neither feedstock impacts the food supply,” said Mabus. “Camelina can be planted in rotation, and algae – well, it's grown in a pond.”

Benefits of alternative fuel extend beyond the abundance of ingredients necessary for their creation. Mabus said that implementing alternative fuels will save the American people money.

“I am very pleased that the cost of these fuels continues to decrease,” said Mabus. “As more is produced – and as our demand signal grows, I am confident that price will continue to fall.”

Mabus provided a hybrid-electric ship, the USS Makin Island (LHD 8), as an example of alternative fuels resulting in continued savings. During the course of the ship's life, Mabus said it will save up to \$250 million at today's fuel prices, and if fuel prices increase, the savings will become greater.

The use of cotton-seed by Marines in Sangi, Afghanistan, was also presented by Mabus as an example of alternative energy at its best. Through this pilot program, Mabus said Marines have reduced the amount of fossil fuel they use by 20 percent. As a consequence, Marines utilize fuel convoys less.

“If this program can be expanded, it has the potential to achieve monetary savings,” said Mabus. Even more important than saving money, fuel economy “will improve both the security and combat capability,” said Mabus.

He said that increasing the amount of time between refueling ships and aircraft will respectively create more capable units and extend the range of strike missions.

“It's about ensuring the safety and the lives of our troops,” said Mabus.



BRIEFLY

PIRACY CHALLENGES MARITIME SECURITY

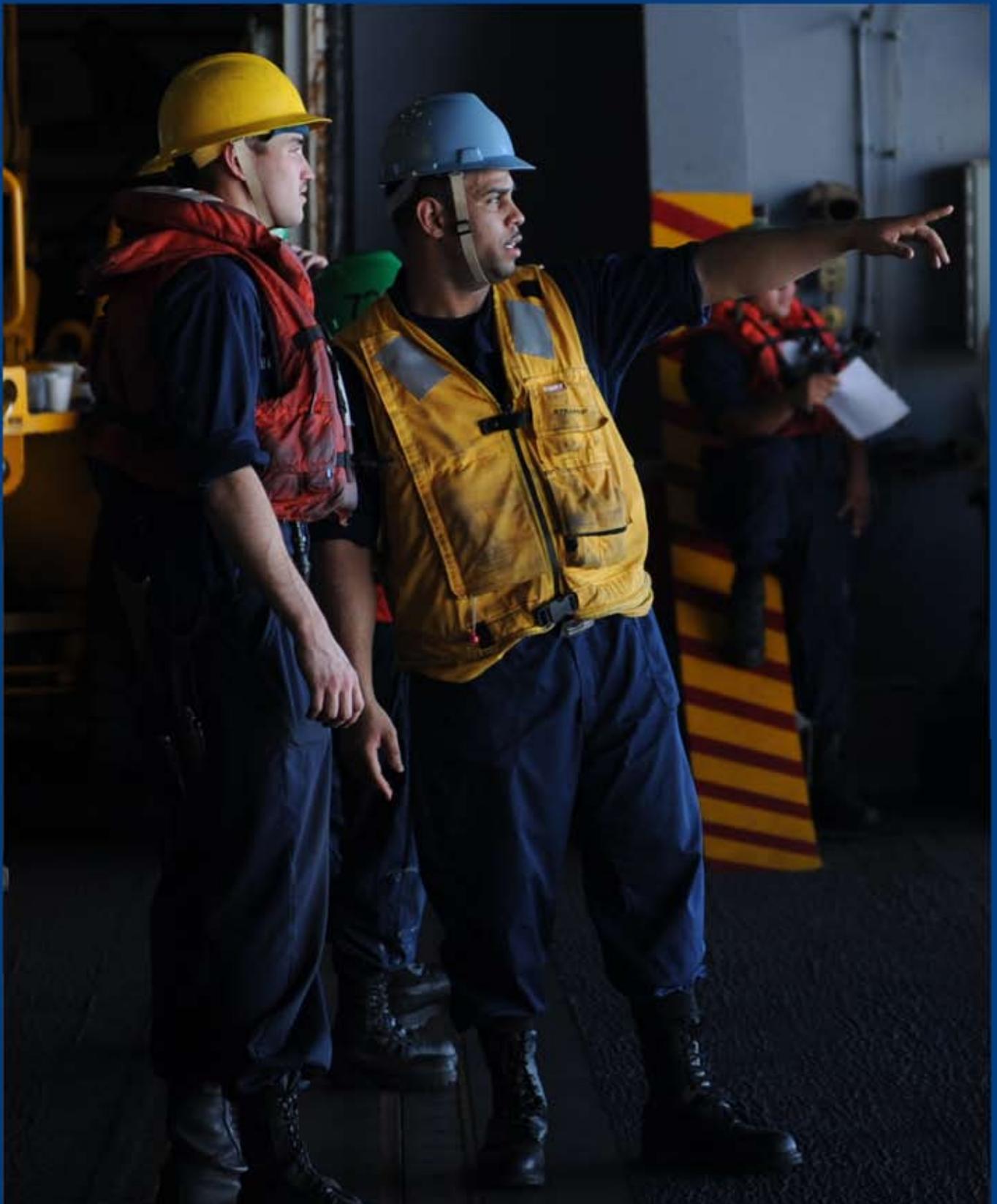
Pirates off the coast of Somalia are using bigger vessels to extend their criminal reach in a move that could prompt U.S. Navy forces in the region to intensify techniques for pursuing the lawbreakers. Pirates have begun commandeering large merchant ships and use them as “mother ships” to put smaller boats into operation far from the coast and beyond the reach of the international forces arrayed against them. Such groups may include one or two mother ships that travel with a range of dhows, skiffs and other small craft to attack and hijack international commercial vessels.

LINCOLN TIGER CRUISE DATES APPROVED

Tiger Cruise dates for USS Abraham Lincoln's current deployment have been released for Hawaii and San Diego. For security reasons, these dates will not be made available online; tigers are instructed to speak directly with their Sailors to get the information so they can make preparations. The ship cannot provide you with any prescription medication while you're aboard. Please bring as much as you will need for the duration of the cruise.

TRICARE IMPROVES ONLINE ACCESS

Additions to the TRICARE website are giving beneficiaries easier access to their personal health data, more convenient appointment scheduling and better communication with their health care providers. Later this year, patients will be able to get their laboratory and X-ray results through the portal, along with secure messaging from their health care providers.



~~COMPLACENCY~~
KEEP YOUR HEAD IN THE GAME