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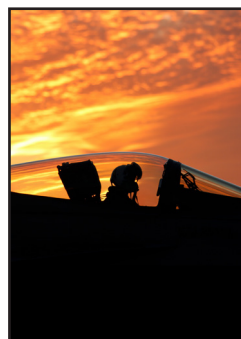
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A hose team practices
engaging a fire in the
hangar bay during GQ.
PHOTO BY MC3 IAN THOMAS



COVER

Lt. Andrew Dillard prepares to launch an F/A-18E Super Hornet, assigned to Strike Fighter Squadron (VFA) 151, on the flight deck of USS Abraham Lincoln

PHOTO BY MC3 IAN THOMAS

ESWS

1. WHICH IS A TYPE OF U.S. NAVY PIPE PATCH?

- A. BANJO C. JUBILEE
B. KAZOOIE D. JAM

2. WHAT IS THE TERM FOR THE PROCESS THAT CAUSES THE PROPELLER TO MAKE NOISE AS IT GOES THROUGH WATER?

- A. CAVITATION C. SWISHING
B. MESHING D. FANFARE

3. WHERE IS THE 4TH FLEET HQ?

- A. SAN DIEGO, CALIF. C. MAYPORT, FLA.
B. NORFOLK, VA. D. DIEGO GARCIA

4. WHICH IS NOT ONE OF THE FOUR METHODS TO CONTROL A HEMORRHAGE?

- A. AMPUTATION C. INDIRECT PRESSURE
B. DIRECT PRESSURE D. TOURNIQUET

ANSWERS

1. C
2. C
3. A
4. A

To request an input for the Lincoln Bulletin Board, email mediaproduction@cvn72.navy.mil.

LINCOLN BULLETIN BOARD

NOV. 29 - DEC. 11



Mental Health Matters

By Lt. TapiaFleck, PSYCH BOSS

Hello Lincoln Nation! PSYCH BOSS checking in with a little information about myself and the mental health resources available for all of our Sailors. I'm a Southern California native who is delighted to be back in San Diego after tours in Bethesda, MD and Beaufort, SC. I'm a clinical psychologist, which means I provide counseling and psychological assessment to help individuals with a range of mental health struggles. I became a psychologist because I believe that we are all capable of overcoming obstacles and challenges to do great things in life, so long as we feel connected to a reason why we're doing what we're doing. That connection may come from many sources, whether that be connecting with friends and loved ones, connecting with a sense of something bigger than yourself, or connecting with your own values and needs. It is normal and expected that at some point in our lives, we will experience times where we feel too stuck, distracted, anxious or overwhelmed to connect with what's important to us. If that is the case for you, therapy may be a good outlet to help you slow down, understand what's getting in the way for you, and problem solve how to address those barriers.

In seeking out mental health treatment, you will get maximum benefit from connecting with care sooner rather than later. See below for an outline of the resources available to you. When looking through these options, understand that each of these resources have many things in common, but they also have their own unique strengths. With that, some resources may be a better fit for your individual needs than others. The good news is, regardless of where you receive care, all of the entities below are fully trained and fully qualified to help you.

REACTING		INJURED	ILL
Chaplains	DRC	Embedded Mental Health Care and Medical Care (SMO, IDC, PSYCH BOSS) and network care in town	Inpatient psychiatric hospitalization
Military Help Line	Military OneSource		
Fleet & Family	SARP		

Program	Brief Description	Contact Info
Chaplain	Confidential pastoral counseling for individuals and couples. Facilitate the faiths of all Sailors and Marines.	Chaplain Offices (03-118-8-Q) or Library (03-118-10-L). j-dial: 6645, 6767, 6670, 6300, 6642
Military Help Line	24/7 anonymous talk line to help callers manage stress in all forms (relationship, career, financial, etc.)	888-457-4838
Fleet & Family Services	Confidential individual, family, couples, and group based treatment available on base	866-923-6478
DRC	Licensed Clinical Social Worker embedded on the ship. Offers confidential counseling to groups and individuals that is short term and solution-focused.	Ms. Busjit-Bhalai, j-dial: 4479, drc@cvn72.navy.mil
Military OneSource	At least 12 sessions per year of confidential individual, couples, or family counseling. Offered off base, with no referral needed.	800-342-9647
SARP	Support for substance use disorder assessment, treatment, recovery and those managing sobriety. Provides screening, assessment, treatment, group therapy, individual counseling, and education.	SARP Director: MRCS Bond, Medical, sasha.bond@cvn72.navy.mil
Embedded Medical and Mental Health Care	SMO and Medical Officers - evaluation for medication management of mental health symptoms. Psych Boss - individual counseling, psychological assessment, duty status determination, and acute care for psychiatric emergencies.	Contact medical at j-dial 5393
Network care	Requires referral placed through medical. Provides confidential care for a range of mental health struggles, off base.	Contact medical at j-dial 5393

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USS ABRAHAM LINCOLN

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First Woman to Serve as a Submarine XO Reports for Duty

Story by Petty Officer 2nd Class Molly Crawford, Commander, Submarine Force, U.S. Pacific Fleet Public Affairs

The submarine officer stopped by for an interview between classes while completing the Submarine Command Course in Pearl Harbor. The Colorado Springs, Colo. native has two grandfathers who served in the U.S. Air Force, and she attended the University of Washington on a scholarship from the Naval Reserve Officer Training Corps, her head full of dreams of becoming an aviator. Her eyesight kept her grounded, but then the opportunity to be among the first women to serve aboard submarines opened up. It was everything she was looking for, and she's never looked back.

On Nov. 12, 2022 Cowan became the executive officer (XO) of the Gold Crew of the Ohio-class ballistic missile submarine USS Kentucky (SSBN 737), making her the first woman to serve as XO of a U.S. Navy submarine.

Cowan was in the first cohort of women to serve aboard submarines. After graduating from the University of Washington in 2010, she received her first set of orders to attend Nuclear Power School in Goose Creek, South Carolina, the first of many schools required for submarine officers. The Nuclear Power School curriculum covered topics like math, physics, chemistry and nuclear reactor technology, and after completing Power School she attended Naval Prototype Training Unit and Submarine Officer Basic course. Then Cowan, along with the rest of her classmates, reported to submarines across the Navy as division officers.

Cowan's first boat was the Ohio-class ballistic missile submarine USS Maine (SSBN 741) (Blue). Over the course of three years, which included three-and-a-half strategic deterrence patrols, she served as the Main Propulsion Assistant, Damage Control Assistant and Tactical Systems Officer.

"I started in the engine room, which is where we build our foundation," said Cowan. "It teaches officers to trust their enlisted counterparts and also have ownership of and in a watch team."

One of Cowan's favorite memories from her division officer tour is from a duty day, when she found herself making rounds at night as the Engineering Duty Officer and Ship's Duty Officer. Her ship was in dry dock at the time, and as she walked around and under the nearly 600-foot submarine she thought to herself, "I can't believe it is my job to be in charge of this!"

Following her time with Maine (Blue), she served as the Assistant Nuclear Programs Coordinator at Naval Service Training Command in Pensacola, Fla., and then attended the Submarine Officer's Advanced Course in Groton, Conn. in preparation to serve as a department head.

By May of 2017 Cowan was serving as the Engineering Officer aboard the Virginia-class fast-attack submarine USS Texas (SSN 775). On Texas, she enjoyed seeing the difference in attack submarine missions compared to her previous experience aboard a ballistic missile submarine. Cowan observed that regardless of the platform, working as a team with the other Sailors on board was essential to mission success.

"A lot of submarining is communicating with others and understanding the people-to-people dynamic in a stressful environment," Cowan explained.

After Texas, Cowan served at Commander, U.S. Submarine Forces Pacific Fleet as the Force Radiological Controls Officer. When she was selected to serve as an XO, she began the Submarine Command Course at the Naval Submarine Training Center, Pacific.

While the mantle of being the first at something may weigh heavy at times, Cowan takes it all in stride and remembers the inspiring words of one of her grandfathers, who told her, "If anybody's going to do it, you gotta show 'em how to do it right."

Her passion for what she does is visible when she speaks. She talks about submarining as a verb, and fondly remembers the many 'we really just did that' moments she's shared with her shipmates underway.

While some may relish shore duty, she's genuinely excited to be going back to a boat.

"I have missed being a part of a crew, and solving problems together as a team," said Cowan.

Cowan had this to say to anyone considering the silent service:

"I, we, need smart talented people like you. If you are good with team success, the submarine force is for you as well. It's going to challenge you in ways you won't find anywhere else on the planet."

As of November 2022, women Sailors are assigned to 28 operational submarine crews. Based on overall retention rates and high accession source interest, the Submarine Force plans to integrate 33 submarine crews by 2030.



Lt. Cmdr. Amber Cowan poses for a portrait onboard Naval Base Kitsap – Bangor, November 18, 2022. (Photo by Mass Communications Specialist 1st Class Brian G. Reynolds)

SMOKE ON THE WATER

STORY BY MC3 IAN THOMAS

On an average Tuesday afternoon aboard a ship, Sailors are eating lunch in the forward mess decks. One notices a strange smell and haze coming from their forward galley, and upon investigation, they find that it's smoke. As the old adage goes, where there's smoke, there's fire. The Sailor calls in the fire, and over the 1MC a voice echoes out, "White smoke, white smoke, white smoke reported in the forward galley. Flying Squad respond from repair locker 1-Bravo."

A team of dedicated individuals immediately spring into action, not only to prevent further damage to the ship, but to save lives. Suited up in heavy protective gear and ready to fight the fire, the team heads out, without a clue as to what they would discover, knowing only that they're about to enter the inferno.



Damage Controlman 1st Class Anisah Frasquillo, leading petty officer for USS Abraham Lincoln's (CVN 72) damage control division, deals with these dangerous situations as part of her career. Her day-to-day routine consists of leading a team of Sailors in performing routine maintenance, but on certain occasions, she suits up with the rest of her team to combat major casualties as part of Abraham Lincoln's at-sea fire party, better known as Flying Squad.



HT2 Hunter Davey dresses out in firefighting equipment.

"Flying Squad is the team that goes in to fight a number of emergencies that can occur on a warship at sea," said Frasquillo. "The team, which is mainly composed of engineers, but can include any rate, is called upon to fight casualties such as fires, flooding, toxic gas leaks and more. Essentially, we're the team that goes in to fight the ship."

Frasquillo, who has taken part in combatting a number of casualties herself, has worn many hats on her way to becoming leading petty officer for the damage control division. She knows that, like all other major evolutions, it takes a group of individuals working together as a team to get the job done.

"From the bottom up, Flying Squad is built around teams of people," said Frasquillo. "You may start out as a boundaryman, work your way up towards hose team leader and then on-scene leader and above. Our on-scene leader is in charge of the entire casualty scene, and manages hose teams by making sure they are properly dressed in personal protective equipment and combatting the casualty in the most efficient manner. They also serve as a vital communications link between the hose teams and the damage control locker."

Damage control lockers serve as the forward base for damage control efforts. They not only equip the members of Flying Squad, but also pass orders from Damage Control Central to those who are currently fighting the casualty at the scene. These orders, and coordination for the entire effort, comes from those who have spent years in this career path and have advanced to the role of Damage Control Assistant, or DCA. It is the DCA who calls away Flying Squad and, when needed, sets General Quarters.

"I serve as the DCA aboard the ship, and I coordinate all damage control efforts," said Cmdr. Valon Walker, DCA aboard Abraham Lincoln. "I work with the Chief Engineer, Flying Squad and the entire crew to ensure that any casualties are quickly and safely dealt with. I issue the orders, but it takes the whole team to get the job done."

Living and working aboard a ship tends to create close social bonds between Sailors, but nowhere is this more evident than on Flying Squad. Trust, both in one's training and their teammates, is essential.

"Everyone on the team knows that when we go to combat a casualty, it could be our last," said Frasquillo. "This means that we need to know what we are doing, and we also need to be able to trust each other with our lives, because we're going into life and death situations. It's a very tight-knit group, and it has to be, when you know that during the casualty, your life is genuinely in someone else's hands."

Damage Controlman Fireman Ryan Bonomo serves as the team leader for hose team one on Flying Squad aboard Abraham Lincoln. When it comes to battling raging fires, he knows the importance of being close to your shipmates more than most.



Sailors simulate firefighting efforts during a general quarters drill.

“Entering into such dangerous situations definitely strengthens the bond you have with the others on your team,” said Bonomo. “Especially on the hose teams, where you’re literally holding onto each other’s backs as you enter into rooms full of toxic gasses or flames. You might have to crawl on the ground to escape a compartment, following a hose that was placed by other members of your team. Without that trust, you could end up in a dangerous situation very quickly.”

During a recent casualty that Bonomo battled, he recalled how his training and fellow Sailors helped him keep his cool and accomplish the mission.

“A casualty that immediately comes to mind is a fire aboard the Lincoln,” said Bonomo. “Being in the presence of the fire, surrounded by smoke so thick that I could barely see my own hands, was the most intense experience that I’ve had as a Damage Controlman. Everyone on the team had to rely on their training and the Sailors around them to ensure the casualty was quickly and safely defeated.”

Frasquillo, who directs and manages members of Flying Squad, understands that only a very particular sort of person is capable of their mission.



Sailors practice entering a casualty space during a general quarters drill.

She relies upon Sailors like Bonomo to get the job done, and needs to trust that they’ll work as a team.

“Flying Squad is not for the faint of heart,” said Frasquillo. “You must handle yourself well in exceedingly difficult situations. You have to care not only about yourself, but your teammates as well. Being selfish or reckless can easily result in

someone getting seriously hurt. That is why team players are so essential. To put it bluntly, these are life and death situations.”



Sailors simulate reinforcing a casualty space during a general quarters drill.

As the ship’s DCA, Walker understands the critical role that teamwork plays in defeating dangerous events. For every casualty, he has to coordinate with thousands of Sailors in order to stop the threat at its source.

“I work with the crew to ensure that everyone knows the role they play in defeating the casualty, especially when general quarters is called away,” said Walker. “This includes training on how to prevent casualties, as well as what to do when they occur. The whole ship saw how well our training served us during that casualty, and I couldn’t be more proud of how all of the Sailors came together to fight the ship.”

At the center of all damage control efforts aboard Abraham Lincoln is Flying Squad, and Frasquillo takes great pride in being a member. She explains that not everyone is fit to join, but those who do are certainly a different breed.

“I’m incredibly proud of my fellow Flying Squad members,” said Frasquillo. “We rely on the whole crew, because damage control is an all-hands effort, but you have to be a unique kind of individual to join Flying Squad. I have great respect for the Sailors on the team, especially because of the severity of the issues they face and the bonds they forge. We’re always looking for qualified hands, so if you’re motivated, and if you love that adrenaline rush, but can still keep your cool in a fire, come talk to us and we’ll see if you’re a good fit.”

BACK AT IT



AGAIN

STORY BY MC3 IAN THOMAS



Announcements ring out over the intercom system as Sailors in colored jerseys race about the flight deck. Engineers fine-tune their machines to boost efficiency in every area of the ship. Fire controlmen and intelligence specialists plot target approaches and develop new solutions to modern issues. Every Sailor in Carrier Strike Group (CSG) 3 is operating at peak efficiency, ready to reach new levels of excellence. With engines roaring and ships at full-speed-ahead, for the Sailors of CSG 3, it's just like the good old days of deployment.

"SUSTEX stands for sustainment exercise, an evolution where we maintain our readiness to enter the high-end fight and answer the call if the nation needs us," said Rear Adm. Kevin Lenox, commander, CSG 3. "Those high-end warfighting skills aren't something we can practice on deployment, which means we haven't practiced them since work-ups. We're back out here to do a series of complex exercises and make sure that if we're called upon, we'll have all the skills and they're current skills to be able to enter that fight."

From an outside perspective, the operations of a ship may seem inherently safe, routine and simple. Although there is a great deal of repetition in daily operations, it takes a continual and conscious effort to ensure that everything goes according to plan.

"We make what we do on the flight deck look easy," said Lenox. "However, it is the most dangerous and complex workplace in the entire world. My number one priority while underway is safety. We have to execute this evolution without hurting anyone and we need to demonstrate that we're still capable of winning in the high-end fight with all of our warfighting skills."





With the necessarily high emphasis on safety comes an understanding that things aren't as easy as they seem. It takes all hands to operate and maintain a multi-billion dollar piece of warfighting equipment, and it heavily depends on the skills and training that each Sailor possesses.

"Whether they're in the cockpit or down in the mess decks, they're an inspiring group of folks"

"There is another aspect of warfighting, and that's having heart and courage," said Lenox. "I've gotten to see that first hand. We remain a lethal team that can go out and keep pace with anything our enemies can throw at us."

For the Sailors on the ships and in the squadrons that make up CSG 3, their mission is more than an order. It's a chance to excel as professionals and as a team, inspiring everyone from their junior Sailors to those at the very top.

"Whether they're in the cockpit or down in the mess decks, they're an inspiring group of folks," said Lenox. "The idealism they have, and the energy and heart they bring to everything they do — I definitely wouldn't want to go up against this team if I was anyone else in the world. The success that we all have starts at the deck plate level, so I'm really proud. These past two weeks at sea have been one of the highlights of my career, it's a real privilege to lead this team."

The Navy is always changing and evolving to better answer the nation's call. The newest tool the Navy is implementing to improve combat capability and mission readiness is the Multipurpose Reconfigurable Training System (MRTS) 3D, the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) is the first ship in the fleet to test the system during its sustainment exercise (SUSTEX) underway period, from Nov. 29 to Dec. 11. MRTS 3D is a software program that reduces training times, operational risks and costs while enabling Sailors to train directly to personal qualification standards (PQS).

"You can think of MRTS as a high end, interactive gaming system which allows Sailors to perform tasks on specific systems, which gives them training on equipment they're using each day on the ship," said Cmdr. Roger Phelps, the Naval Education Training Command (NETC) Ready Relevancy Learning (RRL) program manager. "This also allows for them to receive initial, refresher or advancement training on systems, components, or procedures they don't see very often or may have never seen."

"MRTS 3D modernizes individual Sailor training and improves Sailor performance."

Any Sailor onboard Abraham Lincoln will be able to receive in-depth training developed continuously on the ship. This is especially beneficial to Sailors looking to receive qualifications outside their rating.

"A great example is the electromagnetic aircraft launch system (EMALS), the software now available to Lincoln Sailors will allow those who work on the system to study and prepare for their advancement exams," said Phelps. "The software will greatly enhance flight deck familiarization for new Sailors and assist them in earning their qualifications."

A single MRTS 3D hardware trainer can shift between multiple software simulation applications within minutes. This capability enables a training command to use a single hardware device to give photo-realistic, virtual training on a variety of different systems. MRTS 3D trainers are used both in Sailor pipeline courses and in pre-deployment team training.



STORY AND PHOTOS BY MC3 ALEKSANDR FREUTEL

After the instructor sets up a training scenario, such as maintenance on a jet engine, faults can be inserted at any stage for Sailors to fix during the maintenance. The student follows shipboard procedures, interacting with the simulation through LCD monitors to return the system to full operational capacity.

"This is especially important during shipboard maintenance periods when critical systems are not operational or are removed from the ship," said Lt. Cmdr. Paul Heft, the training officer onboard Abraham Lincoln. "MRTS 3D will

allow us to develop and maintain higher levels of knowledge which will keep greater momentum through maintenance availability and into deployment."

Abraham Lincoln is the ready aircraft carrier in the Pacific region and is on standby to step up to any issue that arises. With the installation of MRTS 3D, Sailors will have the opportunity to build their knowledge on evolutions which would otherwise require them to be at-sea, giving them the practice and confidence to act safely and effectively when underway.

E STANDARD



Capt. Bauernschmidt uses MRTS 3D.

“MRTS 3D will modernize the individual Sailor training and improve Sailor performance,” said Phelps. “Ultimately, getting Sailors qualified and working as a team while increasing their opportunities to access information will absolutely enhance mission readiness.”

The system was developed by Naval Air Warfare Systems Command Training Systems Division (NAWC TSD), who is developing training simulations for the Navy and other services. This is the first evolution to get the training products out of shore-based training facilities and onboard an aircraft carrier. Since MRTS 3D has been made available to the crew, Sailors have welcomed the new training tool with open arms.

“MRTS 3D was able to show me a dangerous casualty and allowed me to practice addressing it without any risk to myself,” said Aviation Boatswain’s Mate Airman John Sullivan, a Sailor currently undergoing MRTS training. “It creates a safe learning environment that impress all the important decisions we make at our watch station, and lets us make mistakes and learn with no risk to the ship and crew.”

The end goal is to make MRTS 3D technology available to all Sailors. There are efforts underway with various other stakeholders to identify the shore infrastructure and other information support capabilities needed to reach the desired end-state of RRL, which is modernized, on-demand, fleet responsive learning that is available to anyone, anywhere, at any time.

The ongoing collaboration between NETC and Abraham Lincoln to enhance the quality and accessibility of training enables the newly developed content to be delivered where it’s needed most. With the new MERTS system aboard Abraham Lincoln, the knowledge and skills necessary to maximize Navy mission readiness will be utilized to compete and win across the spectrum of conflict.

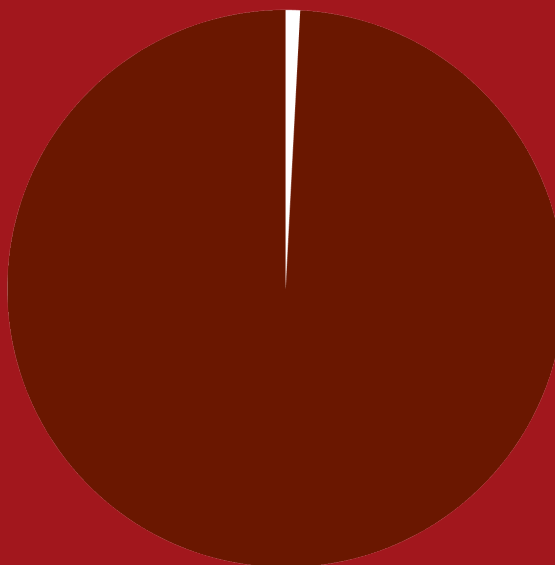




IT2 Peña listens to an MRTS 3D Presentation.

DAMAGE CONTROLMAN



11 dedicated battle phone circuits are used for Damage Control Communications.



-  Damage Controlmen on the Lincoln
-  Damage Controlmen at other duty stations

There are 32 Damage Controlmen aboard USS Abraham Lincoln, and 3,268 Damage Controlmen at other duty stations.

Oxygen

Heat

Fuel

Three things are required for combustion: Fuel (to vaporize and burn), Oxygen (to combine with fuel vapor) and heat (to raise the temperature of the fuel vapor to its ignition temperature).



Portable Exothermic Cutting Unit: vaporizes metal at 6500°F, generates temperatures up to 10,000°F with oxygen passing through rod, and quickly cuts through all metals, except nonferrous metals, three to six times faster than normal acetylene. It requires very little maintenance, and uses a rechargeable battery and functions underwater.

There are 237 fire stations located throughout the ship for firefighting.



 = three fire stations



SHOOTERS

ON DECK

STORY BY MC3 CATIE COYLE



More than 3,500 service members, spectators, media and ESPN staff assembled on the flight deck of the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72) as the Gonzaga University Bulldogs defeated the Michigan State Spartans 64 to 63 in an NCAA men's basketball showdown.

The game was held on Abraham Lincoln while in port at Naval Air Station North Island for the 2022 Armed Forces Classic – Carrier Edition – the first time the event has been held on an active U.S. Navy ship since 2011.

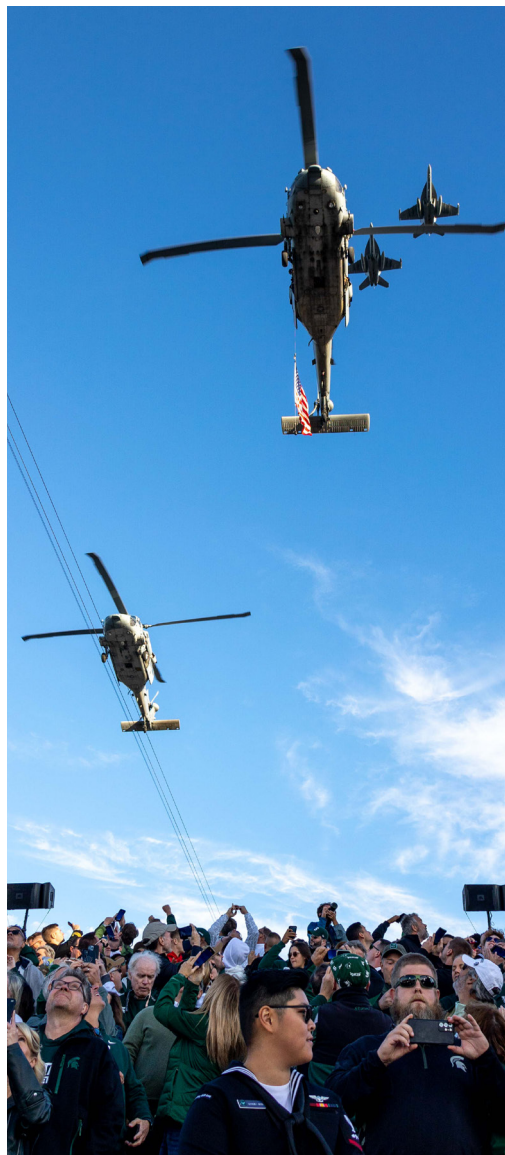
“It is truly an honor that, on Veterans Day in the centennial year of the U.S. Navy aircraft carrier,

we hosted the Armed Forces classic basketball game on the flight deck of one of our most renowned aircraft carriers, USS Abraham Lincoln,” said Vice Adm. Kenneth Whitesell, commander, Naval Air Forces. “Those who serve, and those who have served, know that the military is the ultimate team sport, and I can think of no better way to salute our men and women in uniform than to celebrate this all-American pastime together on one of our nation's capital warships.”

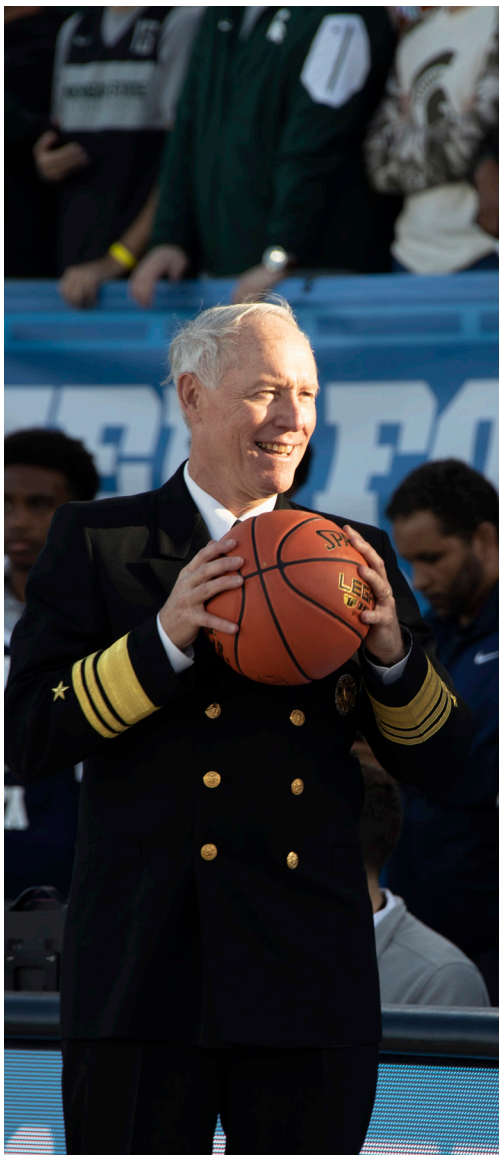
Eleven years ago, the Nimitz-class aircraft carrier USS Carl Vinson (CVN 70) held the inaugural Armed Forces Classic – Carrier Edition.

Wearing special, camouflage-patterned uniforms, the University of North Carolina Tarheels beat the Michigan State Spartans 67-55 in front of more than 8,000 fans, to include former President Barack Obama and his family. The game paused at sundown to retire the colors.

After cancelling the 2012 Carrier Classic planned onboard the USS Yorktown (CV 10), due to condensation on the court, ESPN established an annual Armed Forces Classic as part of their week long programming event America's Heroes: Salute to Veterans, which is held every year around Veterans Day. The inaugural



Aircraft fly overhead during the opening ceremony. (Photo by MC3 Clayton Wren)



Vice Adm. Whitesell holds the basketball that will be used during the game. (Photo by MC2 Madison Cassidy)



Sailors parade the color at halftime. (Photo by MC2 Madison Cassidy)

Armed Forces Classic was held in a C-5 Galaxy transport aircraft hangar on Ramstein Air Force Base. Since then, this annual NCAA Division I basketball game has been hosted at Camp Humphreys in the Republic of Korea, U.S. Coast Guard Air Station Borinquen in Puerto Rico, Marine Corps Base Camp Smedley D. Butler in Japan, the Stan Sherriff Center in Honolulu, Hawaii, Fort Bliss in Texas, and the Alaska Airlines Center in Anchorage, Alaska.

“What an honor and privilege it was to host Armed Forces Classic 2022 aboard Abraham Lincoln,” said Capt. Amy Bauernschmidt, USS Abraham Lincoln’s commanding officer. “There are a lot of similarities between the talented Sailors I am fortunate enough to lead every day and what I saw in the players on the court – they are all young, hard-working and highly-skilled professionals that take pride in contributing to their team. It’s their hard work that makes the difference. This unique, premier basketball event is certainly a memory Lincoln Nation will treasure for years to come.”

“We’re going to play one of the top teams in the country. and we’re going to be hosted by the No. 1 team in the world.”

ESPN and Abraham Lincoln closely coordinated to put together the event, beginning with ESPN’s first visit aboard following Lincoln’s return from deployment in July. The collaboration culminated with Sailors from engineering department assembling the basketball court, bleachers for spectators and lighting on the flight deck. The work completed allows for 3,500 fans in attendance, in addition to space along culture’s row and the observation decks on the island for Abraham





Lincoln Sailors to watch the game.

“For me and my team it’s pretty powerful to get this unique opportunity to bring a piece of civilian life to service members on their bases,” said Scott Pomeroy, Associate Director of Events and Sales Operations for ESPN Events. “The Navy has been great, very hospitable and gracious in helping us to make this event a reality.”

With the competitors arriving onboard, fans lined the stands before the game began on a crisp, partly-cloudy afternoon on Naval Air Station North Island with a full view of the San Diego skyline. The unranked Michigan State Spartans tipped off against number 2 in the nation Gonzaga University Bulldogs at 3:45. Play was paused during the game to retire the colors.

“This opportunity to play on an aircraft carrier in front of men and women who willingly put their lives on the line will be an experience that is going to mean something to the young men who will play as in the game for a long, long time,” said Michigan State head coach Tom Izzo. “I said it the time we played North Carolina on the deck of the USS Carl Vinson – one of the most humbling experiences of my career, and I’ll say it again, we’re going to play one of the top teams in the country and we’re going to be hosted by the No. 1 team in the world.”

The Gonzaga Bulldogs beat the Michigan State Spartans 64-63. Capt. Amy Bauernschmidt presented a trophy to Gonzaga and an MVP award to Drew Timme.

The ESPN Armed Forces Classic is an annual series of college basketball games held near Veteran’s Day on military bases as a tribute to U.S. service members. Scheduling for future Armed Forces Classic remains tentative due to military operational commitments.

ASK THE CHIEF

USS Abraham Lincoln (CVN 72) held a chief pinning ceremony in the hangar bay, Oct. 21 to ceremoniously advance 32 of the fiscal year 2023 chief petty officers.

The event marked the culmination of a rigorous six-week training period which began Sept. 6, the day the petty officer first classes found out they were selected for promotion. The yearly tradition is meant to test them and help prepare them for the challenges that senior enlisted leaders in the Navy may face.

“It felt amazing to have my family pin me, and my kids helped me put my cover on for the first time,” said Vivian. “seeing how proud they were made all of the work I completed during chief season worth it.”

Since the U.S. Navy’s establishment of chief petty officers in 1893, the chief has been a position of elevated experience and responsibility. The phrase “ask the chief,” which is applicable not only to their junior Sailors but also to their superiors, is



“The process that chief selects go through is full of history, training, teamwork and humility,” said Senior Chief Aviation Boatswain’s Mate (Equipment) Larry Pugh, one of the two leaders for chief season. “They are tested beyond perceived limits — we do this to let them know that the weight of an anchor is heavy, and to never be taken lightly.”

Chief Cryptologic Technician Michael Vivian’s wife Danielle Vivian, and his parents Dan and Vicki Vivian, pinned on his new collar devices. The gold fouled anchor which was introduced in 1905, represents stability, security, flexibility and strength.

commonplace in and out of the Navy.

“Chief petty officers have been around for 129 years, they are counted on as senior enlisted leaders to be technical experts in their field,” said Lincoln’s Command Master Chief Joel ‘Rod’ Rodriguez. “Chiefs teach Sailors what they’re supposed to do on a daily basis and show them by being on the deckplates every day, doing what their supposed to do.”

To be selected for the paygrade of E7, a Sailor must have 36 months of time in grade as a petty officer first class, take and pass a Navy wide advancement exam, and they may opt to create a





package to include key highlights from their Navy career, previous evaluations, awards, schooling and accomplishments. Once a package is sent, a selection board of master chief petty officers and senior chief petty officers meet in Millington, Tenn. to review every package and to select the new chiefs.

“Finding out I had been selected raised so many questions because I originally had orders to leave the ship in December but they were for a first class,” said Vivian. “I wondered what’s going to happen with my career, wife and kids, it was a lot to process all at once.”

Once selected for advancement, petty officer first classes begin their six-week initiation which they must complete to be accepted into the Chiefs Mess. The initiation consists of training and mentorship by genuine chiefs, those who have previously been tried, tested and accepted by the Chiefs Mess. This will prepare them to face future responsibilities and obstacles with dignity and grace.

“Previously I stayed in my own workspace and did things on my own, after going through chief season, I knew that wasn’t an option anymore,” said Vivian. “The only way I can help the Sailors

I work with succeed is through networking and it is the most valuable thing I’ve learned so far — it is how I’ve accomplished everything that I’ve done throughout season.”

Chief petty officer selectees participate in several challenges during initiation, they tend to be on-the-fly tasks that must be completed in an allotted amount of time. Everything throughout initiation is designed to test the future chiefs, push limits, help them learn their limitations and teach them how they can improve.

“It’s no longer a task or a test that I’m getting from a chief — from here on out everything I do is going to be seen as how a chief handles situations,” said Vivian. “It’s nerve racking, but since we have a strong Chiefs Mess I don’t need to be afraid, someone will always have the answers and is willing to help.”

Joining the exclusive fellowship of the Chiefs Mess has changed the way of life for all 32 new chiefs. From the ceremony forward, Lincoln’s new chief petty officers wear “the hat” and gold fouled anchor with pride.





Dear Reader,

Our job as writers is not to make stories. Our job is to help you tell yours. Although this role comes with many late nights, awkward conversations and plenty of paperwork, it's worth every second, because it brings us together. It helps cement those who were once strangers as friends, and friends as family.

When you care about people, you become proud of their achievements and want to see them do well. Maybe back home your little sister's team won state in softball and was featured in the nightly news, or your big brother had a piece of art that was displayed in a local magazine. It means a lot to see family be recognized for the things they've done. As Sailors and Marines grow closer by the day on this interesting and sometimes wild ride, we hope that we can give you a little sense of 'back home'. We do this by highlighting those who go above and beyond, those outside of the spotlight, the major players, the underdogs, the little-known and the local celebrities. We do this in the hope that - little by little - every shop in every division can hang up a picture of their friends, just like back home.

This sense of pride and memories in the making isn't possible without your help. Every day we speak to people in passing, and each one of them have a story waiting to be told. For such a small team, it can be difficult to reach or discover all of the hidden gems.

So we ask, humbly, that if you feel the urge to share your story or highlight a friend, that you reach out to us. It's not just that we signed up to share stories, because we did, it's about how a multi-thousand ton piece of steel can turn into a living, breathing city, because of the people onboard. When someone connects with a story they read, or a photo they saw, it makes the world - our world - a warmer, lovelier, homier place. In this cool San Diego winter, we could all use a little warmth. So reach out, whether in person or through email. We want to help you tell your story. Our collective stories are what make this community so unique.

Thank you for all of your support and patience provided to our team, and we look forward to talking with you soon!

Very Respectfully and Happy Holidays,
Media Department Journalism Team





HOLIDAY WORD SEARCH

C O O K I E S T N I C K E N E Z T I L B V G E A
E P G V E O T E L T S I M G L B X K L I M L G M
K R K S H O P P I N G Y L L O H S U A L C S R M
A A S Y G C H R I S T M A S T R E E R I E W S G
L N N Y T H G U A N Y B O Q E C I N C L F T R I
F C O E G G N O G T W A C Z A S S I F S K E S N
W E W C K W N E R O F Y R A O L O A Q K E K N G
O R M O A K L A N V A Y E S H E T G N N A U Y E
N C A N K Y P S C Q M O F T O D H E H T D K S R
S S N O W M S F A D I J F R T Y G G E G A X L B
N O R T H P O L E A L R U O C E I O D O N N E R
H O L I D A Y S B N Y G T F H N N O K H Y D I E
L E N A C Y D N A C S V S W O M Y R Y A N E G A
L A C R E I N D E E R N G O C I L C I O J C H D
R I E S T N E S E R P I N N O H O S E A R O H S
E E P M N O I S A C C O I S L C H L C R U R U Y
K K Q O R T A M E N T S K P A C I K T E D A M O
C J I N G L E B E L L S C Y T N F B D H O T B T
A Z P O H S K R O W V W O T E R L L O S L E U Y
R N A M W O N S E H T Y T S O R F K L A P C G R
C P W F I R E W O O D M S S J M I S V D H I D R
T S T H G I L P K C C D T D R A Z Z I L B L E E
U P M G N I K C O T S N O I T I D A R T G Y R M
N A E C A L P E R I F W R A P P I N G P A P E R

HOLY NIGHT
TRADITION
STNICK
WORKSHOP
DONNER
HOLIDAYS
GINGERBREAD
WRAPPING PAPER
TOYS
STOCKING
MILK

NORTH POLE
OCCASION
PARTY
SKATE
PRANCER
DECORATE
MRS. CLAUS
SNOW
NOEL
PRESENTS
REINDEER

HUMBUG
STOCKINGSTUFFER
BLIZZARD
SLED
DANCER
HOT CHOCOLATE
MERRY
SNOWFLAKE
JINGLE BELLS
CHRISTMAS TREE
ELF

SCROOGE
FIREWOOD
JACK FROST
SHOPPING
DASHER
HOLLY
NUTCRACKER
CHIMNEY
FAMILY
CANDYCANE
SANTA

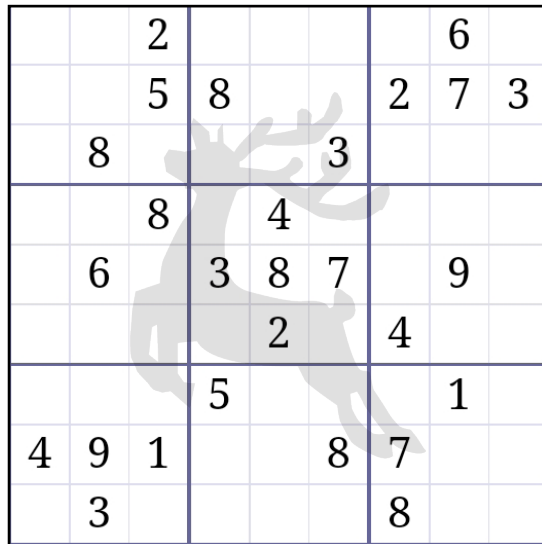
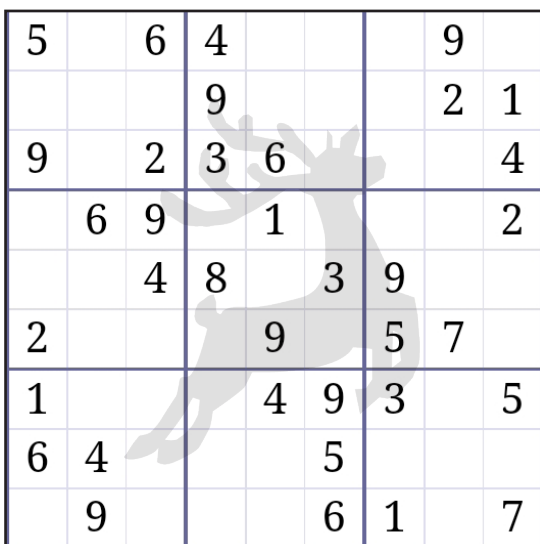
SNOWFORTS
FIREPLACE
ICICLE
MISTLETOE
NAUGHTY
FROSTY THE SNOWMAN
GREEN
SNOWMAN
JOY
SLEIGH
RUDOLPH

SNOWBALL
MEAL
COAL
BLITZEN
NICE
LIGHTS
RED
ORTAMENTS
EGGNOG
COOKIES

FUN FACTS!

- A black mamba snake can move at speeds of 12.5 miles per hour.
- An african elephant's pregnancy can last up to two years.
- All clownfish (like Nemo) are born as males, but some will turn into females later in life.

Happy Holidays, Lincoln Nation!





Until next time...