DEPARTMENT OF THE NAVY
ABRAHAM LINCOLN (CVN-72)
PRECOMMISSIONING UNIT
SUPERVISOR OF SHIPBUILDING,
CONVERSION AND REPAIR, USN
NEWPORT NEWS, VIRGINIA 23607-2787

IN REPLY REFER TO:
5750
CVN72/113:k
Ser 948
25 APR 89

From: Commanding Officer, Precommissioning Unit ABRAHAM LINCOLN (CVN-72)
To: Director of Naval History (OP-09BH)

Subj: SUBMISSION OF COMMAND HISTORY FOR CALENDAR YEAR 1988

Ref: (a) OPNAVINST 5750.12D of 12 November 1986

Encl: (1) Precommissioning Unit ABRAHAM LINCOLN (CVN 72) Command History (1988)

1. In accordance with reference (a), enclosure (1) represents the Command History of Precommissioning Unit ABRAHAM LINCOLN (CVN 72) for calendar year 1988.

2. Since 1988 saw the precommissioning unit come together as the various departments reached specific milestones and manning levels, the narrative is written as a series of departmental histories rather than as a single ship's narrative.

W.B. HAYDEN

1988

USS ABRAHAM LINCOLN (CVN 72)
DEPARTMENT HEADS
as of 31 December 89

Commanding Officer.....Capt. William B. Hayden

Executive Officer.....Capt. Stanley W. Bryant

Command Religious Ministries Officer.....Capt. John R. Fiol

Reactor Officer.....Capt. Ralph H. Lipfert

Navigation Officer.....Cmdr. John A. Cassidy

Air Officer.....Cmdr. John F. Williams

Operations Officer.....Cmdr. Charles K. Crandall

Supply Officer.....Cmdr. David P. Keller

Safety Officer.....Cmdr. Jack E. Kauffman

Medical Officer.....Cmdr. Myron D. Almond

Engineering Officer.....Cmdr. Richard L. Stuntz

Dental Officer.....Cmdr. Raymond G. Morin

Weapons Officer.....Cmdr. James J. Destafney

Aviation Intermediate Maintenance Officer...Cmdr. August Scalia

Training Officer.....Lt. Cmdr. John F. Beazle

Legal Officer.....Lt. Cmdr. Eldon D. Risher

Combat Systems Officer.....Lt. Cmdr. Frank R. Severance

3-M Officer.....Lt. Cmdr. Harlan R. Harris

Administrative Officer.....Lt. Gregory NMN Moore

Communications Officer.....Lt.(j.g.) Donald S. Budde (acting)

Deck Officer.....Ens. Stanley A. Mullen (acting)

USS ABRAHAM LINCOLN (CVN 72)

COMMAND HISTORY

The Navy's newest nuclear powered aircraft carrier, ABRAHAM LINCOLN (CVN 72), was christened and launched during a ceremony at Newport News Shipyard on 13 February.

The Honorable Frank C. Carlucci, Secretary of Defense, was the principal speaker and was introduced by the Honorable James H. Webb, Jr., Secretary of the Navy.

The ship was christened by the ship's sponsor, JoAnn Krukar Webb, matrons of honor Jayne Carr Thompson and Donna Krukar Wood, and maids of honor Amy L. Webb, Sarah C. Webb and Julia A. Webb.

Also attending the ceremony were Admiral Carlisle A.H. Trost, Chief of Naval Operations and a host of other dignitaries.

REACTOR DEPARTMENT

As of 1 January, the Reactor Department had 147 men assigned. All personnel worked in Building 608, Supervisor of Shipbuilding, Conversion and Repair, Newport News Va. All personnel were busy qualifying on LINCOLN's propulsion plants.

On 6 March, Reactor Department moved aboard LINCOLN into permanent office spaces. The transfer of LINCOLN systems from shipyard control to the custody of the ship's crew was commenced on 11 April when the Reactor Air System on number two plant was accepted for operational control. That transfer began the requirement for ship's force to be represented 24 hours a day, seven days a week. The turnover progress continued for several weeks, as the crew continued to accept systems in the number two propulsion plant.

On 25 May, when number two plant was filled with fresh water, the integrated propulsion plant test program started. For the next several months the pre-core test program was executed in both plants.

On 7 October, the core load period was started in both plants and the shipyard started placing the nuclear fuel into the reactors. During November the Emergency Diesel Generators were the first systems located outside the propulsion plant to be accepted by the crew. By the end of December the Reactor Department had grown to 356 men and core load was progressing well in both plants.

AIR DEPARTMENT

The mission of the Air Department is to conduct aircraft handling, launch and recovery operations (including VFR control of airborne aircraft) and to provide services and facilities for the maintenance and fueling of aircraft. All this effort allows embarked squadrons and detachments to effectively conduct air operations in the application of their military potential. Of equal importance is the damage control role of aircraft crash/fire fighting on the hangar and flight decks.

Air Department manning on 1 January consisted of six enlisted personnel. The acting Air Officer was ABCM Ronald L. Carter.

Cmdr. John F. Williams reported aboard in July and assumed his permanent role of Air Officer.

Major milestones accomplished by Air Department during 1988 were: LINCOLN designated as first aircraft carrier to receive C-13, MOD-2 Catapult; first aircraft carrier to use ferrulum upper and lower rails on catapults; first carrier to have catapult alignments performed using photogrammetery; first carrier to receive A/S 32A-35 crash crane; first carrier to receive starboard side overboard stripping system for use in port; and first carrier to receive closed loop defuel system.

Training of Air Department personnel included 3,088 formal training manhours; 3,264 general military training manhours; 5,624 on-the-job training manhours; and 128 underway manhours aboard USS AMERICA (CV 67).

Personnel accomplishments for Air Department in 1988 include: ABCM Ronald E. Carter: Navy Commendation Medal, February; Lt. Albert J. Crutchfield: Navy Commendation Medal, September; ABE1 Fred J. Beck: Sailor of the Month, April; and eventually, Beck was selected as the first LINCOLN Sailor of the Year.

OPERATIONS DEPARTMENT

The mission of the Operations Department is to collect, evaluate, amplify, and disseminate combat and operational information which is required for the assigned tasks of the ship and designated aircraft. To that end the Operations team also provides air intelligence, meteorological and photographic services.

The tasks of the Operations Department include the planning, scheduling, and coordination of the ship and her assigned aircraft.

On 1 January, five men were assigned to the Operations Department. At that time, Lt. John M. Lillard was the acting Operations Officer. Cmdr. Charles K. Crandall reported aboard in April and assumed his duties as Operations Officer.

During 1988 the following decisions were reached: Ship's Crest designed: first carrier to be built with SLQ-32-(v)4; second carrier to be built with the Advanced Combat Direction System.

Over 19,000 training manhours were conducted in 1988. Of those 5,856 were formal training, 1,220 general military, 7,000 on-the-job and 5,289 underway manhours aboard USS THEODORE ROOSEVELT (CVN 71).

PHC Darrel E. Erickson was selected for commissioning to ensign as a Limited Duty Officer in January 1989, OS3 David J. Wright was selected as Sailor of the Month for July and Lt. Lillard and OS1 Dennis M. Chiles received Navy Achievement Medals in November for their roles in establishing the Operations Department aboard LINCOLN.

ENGINEERING DEPARTMENT

On 4 January, Cmdr. Richard L. Stuntz reported for duty as the Chief Engineer Officer. On 28 January, the proposed shift of personnel, spaces and equipment from Engineering Department to Reactor Department was forwarded to then-Commanding Officer, Capt. J. J. Dantone. The Proposal was based on a 31 August 1987 memo from Adm. Kinnaird R. McKee, Director, Naval Nuclear Propulsion (SEA08), concerning "Duties and Responsibilities of Nuclear Propulsion Plant Operators aboard CVN 68 Class Ships." ABRAHAM LINCOLN is to be the test case for this new reorganization.

The first space was accepted from the shipyard on a Type III turnover (2-183-1-Q, Reactor QC Division Office). By the end of the year ship's force owned over 125 compartments.

ABRAHAM LINCOLN NOTICE 3541 signed on 12 July established the Fire - Division. This will negate the traditional requirement for duty section fire parties and instead provide four sections of full-time emergency parties while underway and inport.

Move aboard for Engineering Department commenced on 22 August. The lack of work center spaces necessitated a turnover agreement as well as the 3rd deck officer stateroom complex between frames 190 and 200.

MMC Joseph W. Algee Jr. and MM1 Edward D. Kelly submitted a design change to modify the R-12 plant lube oil cooler system on 23 August. The change will eliminate the "short cycling" problem that has plagued Nimitz-class aircraft carriers. The proposal was accepted and the modifications were made. MM1 Kelly was subsequently awarded a Navy Achievement Medal by the Commanding Officer.

Responsibility for operation and maintenance of the Auxiliary Boiler shifted from Reactor Department to Engineering on 23 December.

TRAINING DEPARTMENT

While LINCOLN crewmembers attended School of the Ship they were briefed on many subjects which would prepare them for shipboard life. Subjects include: an introduction of the course, CMC Brief, Uniform Regulations, Aircraft Carrier Organization, Shipboard Characteristics, Shipboard Terminology, UCMJ, Legal Services, Educational Services Officer, Family Services Disbursing Brief, Electrical Safety, Recreation Department, MAA Force, Retention Awareness, Personnel Indoctrination, Base Police, Efficiency Standards, Campus for Achievement, Watchstanding and General Orders, Basic 3-M (301), Purpose of Precommissioning Unit, Radcon, Code of Conduct, Law of Armed Conflict, Financial Responsibility, Shipboard/Shipyard Safety, Security of Classified Material, Red Cross, Navy Rights and Responsibilities, Sexual Harassment, OPSEC, DAPA, Chaplains Brief, Suicide Prevention, Flight Deck Safety, Dependent Dental, Navy Relief, Naval Investigative Service, Damage Control and Gitmo Wounds.

The lectures are incorporated into four phases of instruction. Each of the four phases are three days in duration for a total of 12 days of formal instruction.

Seven-hundred and fifty-four crewmembers attended School of the Ship, 734 attended RADCON, 562 attended Shipboard Firefighting, 620 attended the Wet Trainer and 21 attended aircraft firefighting.

A total of 455 no-cost orders and 112 cost orders were issued during calendar year 1988. Training costs for CY-88 were $43,115.91. There was a total of 478 personnel who attended formal classroom training and 79 personnel received on-the-job training.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

The Aircraft Intermediate Maintenance Department (AIMD) mission is to enhance and sustain the combat readiness and mission capability of supported aircraft by providing quality and timely repairable material support at the most proximate location with the lowest practical resource expenditure.

In January future AIMD representatives attended the Consolidated Air Mix Site Activation Plan (CAMSAP)-I meeting from 20-22 January in Virginia Beach, Va. AIMD was formally established as a department in July. The initial organization and implementation was conducted by Lt. Cmdr. Steven B. Gibson, while he concurrently served as the Training Officer. The Quality Assurance Team was established in August. In September, AIMD representatives attended the Consolidated Air Mix Site Activation Plan (CAMSAP) - II.

In October AIMD's first test bench to be installed, the MA-2 Generator Test Stand, placed in Avionics Shop #1.

The AIMD Officer, Cmdr. August Scalia, arrived in December.

AIMD conducted 2156.9 formal training manhours and 737 general military training manhours. Also, 96 total days were spent under way with USS THEODORE ROOSEVELT (CVN 71).

School Graduates include: 11 "A" School and four "C" School graduates.

AIMD's Sailor of the Month(s) were: AT1 Keith D. Wentzell, (October); AZ2 Russell N. Johnson, (November); ASMAA (Mechanical) Paul M. Dabney, (December).

COMMUNICATIONS DEPARTMENT

The mission of the Communications Department is to provide and maintain reliable, secure and rapid radio communications to serve operational command and control needs. The primary concern is to serve operations, the secondary is to facilitate administration. Communications provided must be based on wartime requirements adequate to meet LINCOLN's requirements and satisfy designated (JCS approved, Joint) requirements. During calendar year 1988, the Communications Department provided record message traffic pickup and distribution to all departments on board LINCOLN using the Supervisor of Shipbuilding Communications Center, Newport News, Va.

Although the Communications Department was providing message service for LINCOLN at the beginning of 1988, it was not officially established as a department until the arrival of the Communications Officer, Lt. (j.g.) Don. S. Budde, on 21 June.

The CMS Account was established 22 August by RMC Eric N. Hawkins.

The Communications Department received its first compartment, assigned space (03-49-5-A), on 21 September. The space became Communication's storage room, and seven more Communications spaces were accepted.

As of 31 December, one officer and 14 enlisted personnel were assigned to Communications Department.

Between January and December 1988, Communications spaces went from 30 percent to 96 percent complete. Testing of Communications euipment began in January 1989.

ADMINISTRATION DEPARTMENT

ABRAHAM LINCOLN (CVN 72) Precommissioning Unit was officially established 2 October 1987, by the submission of the inaugural diary by naval message 021710Z OCT 87 to EPMAC New Orleans, La. Three officers and 57 enlisted personnel were assigned on this date. Cmdr. David P. Keller, SC, USN was designated Officer in Charge.

Capt. J.J. Dantone, USN, the first designated Commanding Officer, PCU ABRAHAM LINCOLN (CVN 72) reported aboard 14 December 1987 along with the Executive Officer, Cmdr. Stanley W. Bryant, USN.

The Administrative Officer, Lt. Gregory Moore, reported aboard on 25 March 1988.

Capt. J.J. Dantone was relieved as Commanding Officer by Capt. Stanley W. Bryant, the Executive Officer, on 26 September 1988, and transferred to the USS DWIGHT D. EISENHOWER (CVN 69) as Commanding Officer. Cmdr. John A. Cassidy, the Navigator, assumed Executive Officer duties.

On 10 November 1988, 30 Navy Achievement Medals were awarded. Personnel receiving this award represent the very first Navy Achievement Medals awarded by this command. They were: Lieutenant's Timothy W. Bohan, John M. Lillard, Jon C. Mullen, Michael T. Sciancalepore, and Cameron A. Sen; AOCS James E. Hawkins; BMC Charles L. Blaydes, Jr., MMC Larry "D" Blaylock, II, MMC James E. Quillen, EMC Jerry L. Savage and AKC Bryan J. Weatherbee.

Petty Officers Frederick E. Andy; Douglas A. Baker, Jr., Floyd S. Bandy, John B. Barrow, Dennis M. Chiles, Stephen E. Feist, Eric J. Friedman, Edward V. Genco, Michael L. Harkins, David R. Harrigan, Joseph W. Hill, David K. Jones, Edward D. Kelly, Ralph M. Rawlinson, Mark A. Rayburn, Joseph Sangese, Mark G. Suchsland, James E. Trower and David C. Yosick.

Capt. Bryant was relieved by Capt. William B. Hayden on 13 December and reassumed the duties of Executive Officer.

After the 1987 Christmas/New Year's standdown, the personnel office started to receive many requests for reenlistment under the "STAR" Program. Twelve personnel were reenlisted at the Lincoln Monument in Washington, D. C. by Capt. J.J. Dantone.

Seventy-six crewmembers reenlisted in 1988 for a total money value of $1,405,880.30 in SRB payments.

During the year, 820 new enlisted personnel were "checked in" by personnel.

All receipt personnel accounts were handled by two personnelmen assigned to Personnel Support Detachment, Norfolk, Va. The new Source Data System provided direct diary and computer input, enabling personnel to be paid within three days after check-in and automatically updating the EDVR.

The personnel office had five crewmembers assigned in January, with Chief Warrant Officer J.J. Vola as the Personnel Officer, and grew to a total of 16 by the end of 1988.

Approximately 10 personnel were processed for discharge due to hardship and disciplinary infractions.

Also, nine personnel were transferred due to hospitalization and not qualified for new construction duty.

One-thousand military and dependent identification card applications and 800 commuted rations and rations-in-kind cards were issued.

Advancement Exams were given for all E-1 through E-7. Three-hundred-fifty-nine exams for E-4 through E-7 and 120 FN/AN/SN were given.

CHECK-INS BY MONTH

JAN	73
FEB	51
MAR	43
APR	14
MAY	32

JUN	33
JUL	35
AUG	68
SEP	90
OCT	131
NOV	127
DEC	123

COMBAT SYSTEMS DEPARTMENT

The mission of the Combat Systems Department is to maintain all installed electronic systems including surveillance systems/sensors, command and control systems, electronic aids to navigation, the Ship Navigation Aircraft and Inertial Alignment System, Automatic Carrier Landing System/Instrument Landing System, Electronic Warfare Systems and defensive weapons systems, performance of installed systems must meet manufacturer installation standards, assuring maximum operational readiness at all times. Tasking consists primarily of the preparation and utilization of preventive and corrective maintenance programs resulting in the proper repair and upkeep of all electronic and combat systems equipments and, secondarily, the maintenance of appropriate electronic records as well as the accurate and timely submission of all required reports.

The Combat Systems Officer is Lt. Cmdr. Frank R. Severance.

The Combat Systems Department conducted 8,000 formal training manhours, 2,700 general military training manhours, 4,500 on-the-job training manhours, 400 underway training manhours aboard USS THEODORE ROOSEVELT (CVN 71) and 1,200 underway training manhours aboard USS SAVANNAH (AOR 4)

NAVIGATION DEPARTMENT

The mission of the Navigation Department on board LINCOLN is to provide for the safe and efficient navigation and piloting of the ship. Somewhat unique to LINCOLN's Navigation department is the inclusion of signalmen to the generally all-quartermaster work force. As such, the tasks of the department include the continual and accurate plotting of the ship's course and position, recommending courses to be steered, visually communicating with ships in company, and the procurement and maintenance of hydrographic and navigational charts, sailing directions, light lists, signal flags and pennants, and other publications and equipment/devices as may be required for navigation.

The Navigator, Cmdr. J. A. Cassidy arrived in March.

The Navigation Department was officially established on 18 March 1988.

The first bridge watchstanders training trip occured on 15 August 1988 and took advantage of excellent equipment and instructor opportunities in Annapolis, Md.

The first increment of departmental personnel arrived 29 November 1988.

As of 31 December the Navigation Department consisted of three officers and seven enlisted.

WEAPONS DEPARTMENT

The mission of the Weapons Department is to requisition, receive, store, break out, assemble, disassemble and account for all ammunition in support of the embarked airwing, embarked Explosive Ordnance Disposal Team and the ship's defense. The department is also responsible for the physical security and safe handling of all ammunition.

Over the course of 1988, the Weapons Department manning levels increased to approximately 50 personnel, resulting in divisional manning levels adequate to initiate key organizational functions and implement required programs.

AOCS James E. Hawkins received a Navy Achievement Medal in November .

Weapons Department conducted 4,419 formal training manhours, 1660 general military training manhours, 267 on-the-job training manhours and 480 underway training manhours aboard USS THEODORE ROOSEVELT (CVN 71).

There are two significant differences in LINCOLN compared to USS THEODORE ROOSEVELT (CVN 71). The upper stage three weapons elevator from the second deck to the main deck was removed, and the lower stage five and six weapons elevators are open to the main deck (instead of just reaching the second deck).

LINCOLN lost ammunition storage space due to added survivability modifications. The change restricts stowage of high explosive on the fourth deck and relocation of ammunition from the seventh deck.

The .50 caliber machine gun mount locations are unsatisfactory due to blind areas in coverage. Ship's Request for Change #1187 was submitted in August and approved in March 1989. Mounts are tentatively scheduled to be relocated in Post Shakedown Availability from April through August 1990.

LEGAL DEPARTMENT

The Legal Department on board LINCOLN was not established until the Legal Officer, Lt. Cmdr. Eldon D. Risher III, reported on board in September. Prior to the arrival of the Department Head, the Legal Team was a division under the cognizance of the Administrative Officer and under the supervision of LNC Howard K. Kuykendoll Jr.

The Legal Office was busy procuring office equipment, obtaining reference materials, setting up the Legal Department, performing military justice matters, and providing basic legal services to LINCOLN crewmembers.

Once the Legal Officer reported on board, the Legal Department continued to perform the functions stated above as well as developing extensive software packages for the word processing equipment and establishing an expanded legal assistance program.

The Legal Department completed 66 non-judicial punishment cases, 11 summary courts-martial, three special courts-martial, 17 administrative discharges, 68 legal assistance cases, and 25 wills during 1988.

SUPPLY DEPARTMENT

During January, the Stock Control Division (S-1) established the Automated Data Processing Steering Committee (ADPSC).

The Food Service Division (S-2) made general mess stand-up preparations, and cleaning preservation and sanitation of Huntington Hall Food Service spaces began. All equipment was made operational and requests for the procurement of supplies and provisions were submitted. Quotas were obtained for required Mess Management Specialist personnel training and an accelerated arrival schedule was promulgated.

Sales/Services Division (S-3) expanded operations of the Retail Store to include vending machines as well as the sale of emblematic items. From those sales, the ship's store was able to transfer profits of $600.00 to the Welfare and Recreation Account.

In February, S-1 Division began support for Special Electronic Test Equipment.

In March, S-1 Division initiated monthly Supply Petty Officer training, S-2 Division's galley became operational at Huntington Hall and S-3 Division established and opened a barber shop in Bldg. 608 to train prospective barbers.

S-1 Division instituted the Department Budget System in April. It consisted of an automated OPTAR tracking system that provided financial reports for internal and external reporting requirements. SEAMART was implemented, stocking general use items for quick issue while maintaining financial accountability.

S-3 Division transferred an additional $2,600.00 to the Welfare and Recreation Account from ship's store profits in May.

During June, S-3 Division implemented Retail Operations Management (ROM) automated management and reporting system.

In July, the Aviation Stores Division (S-6) began initial stand-up and integration with Material Division (S-8) personnel at Cheatham Annex (CAX). An S-6 detachment was established at NSC Norfolk's outfitting section to assist in the validation and expediting of outfitting requirements. The Material Division (S-8) formally "stood-up" in July and implemented an audit program of the NAVSEA contractor at CAX along with establishing a comprehensive tracking system of all shipments of outfitting requirements to CAX. S-8 Division personnel were assigned to NSC Norfolk's Outfitting section to assist S-6 personnel in validating and expediting LINCOLN outfitting requirements. Efforts from S-6 and S-8 personnel resulted in the validation of over 7,500 outfitting records and the submission of 1,500 follow-ups.

S-1 Division provided initial Legal Library Support in August. Supervisor of Shipbuilding provided an Integrated Allowance Document Type COSAL. S-6 Division implemented monthly "wall to wall" inventories of the "security cage" and identified over 600 "shipped but not received" initial outfitting requisitions at CAX. Over 400 requisitions were identified that had been cancelled and required reordering. S-8 Division initiated a "spot check" program at CAX to validate the NAVSEA contractor inventory accuracy and implemented a program which validated all "open purchase" requirements for validity ad characteristic application.

During September, S-1 Division key personnel were sent to SPCC Mechanicsburg, Pa., to review load COSAL and initiated TLRN computer service. S-3 Division transferred $2,400.00 to the Welfare and Recreation Account from Ship's Store profits.

S-6 Division submitted more than 600 follow-ups on requisitions with bad or delinquent status; validated over 7,100 Support Equipment records; and the stores and S-6 officer attended the second LINCOLN Consolidated Air Mix Site Activation and F/A-18 Site Activation Meeting. S-8 Division initiated stepsto turn over OSI items held at CAX to respective ship's departments. Submitted over 1,200 requisition follow-ups from NSC detachment; a "characteristics validation" program was implemented to acquire information from departments on open purchase outfitting requirements.

In October, S-2 Division implemented the Food Service Management (FSM) automated Food Service Records program. S-6 Division instituted a "space validation" program to identify space assignment and material deficiencies. S-8 Division audited more than 700 outfitting requirements at CAX; 2,000 outfitting line items were turned over to respective departments; a wall-to-wall inventory resulted in a 99 percent accuracy in the security cage at CAX. The NSC detachment identified over $400,000.00 of reorders, recouped over $370,000.00 in cancellations and identified 365 items which were shipped but not received.

In November, S-1 Division developed PTD for SSRE copier requirements and ordered the first CVN new construction SSRE requirements valued in excess of $800,000.00. S-8 Division turned more than 500,000 line items over to respective departments at CAX; audited over 600 outfitting requirements (98 percent validity rate) and identified over 650 items shipped but not received; commenced a space validation program on board to validate space assignment and identify material deficiencies; commenced utilization of the automated follow-up system at NSC Norfolk, Va. and completed a major validation of all items shipped and not received, identifying over $500,000 worth of material in that category.

During December, personnel waited in anticipation of the receipt and management of the AVCAL inventory; completed the validation of support equipment received at CAX and began preparation of custody records for all Maintenance Assist Modules (MAMS) and elements of Support Equipment located at CAX. S-8 Division turned over 3,500 line items at CAX to their respective departments. A complete validation and audit was completed at the outfitting section at NSC NORVA which resulted in the receipt of 213 outfitting requirements, previously determined lost in shipment. Over 750 automatic follow-ups were submitted, and the total dollar value of outfitting requirements categorized as shipped but not received dropped from $500,000.00 to approximately $198,000.00.

MEDICAL DEPARTMENT

The Medical Department began the new year with HMCS William A. Saltzgiver as the acting Medical Officer. Two other enlisted personnel joined him to form the Medical Department. The LINCOLN Radiation Health Program was started with receipt audits and dose transmittals on approximately 250 records in support of early manning of Reactor Department personnel. Medical surveillance began using a DBase computer program for medical records to monitor physicals, immunizations, hearing conservation, and blood type, among other things.

The Senior Medical Officer, Cmdr. Myron D. Almond, reported on board 18 April. Shortly after his arrival, the Medical Department moved onto the barge on 10 May and set up for business. The Certified Registered Nurse/Anesthetist, Cmdr. Albert J. Norrick, arrived on board 11 May.

In June, LINCOLN Medical Department was designated by the Naval Management Systems Support Office (NAVMASSO) to be the test site for the Snaps Automated Medical Systems (SAMS) 5.0 for large ship usage. Previously, no large ship such as an aircraft carrier had used this system. The testing began with the Radiation Health Program and was later expanded to include the Training, Supply and Medical Encounters (Sickcall) modules when SAMS was upgraded to version 6.0.

Physical examinations of LINCOLN personnel began in August. HIV testing was implemented at this time. All hands were required by a Chief of Naval Operations message to be tested or retested during Fiscal Year 1988 for HIV antibodies. Seven hundred quotas for HIV testing were obtained from the laboratory at Naval Hospital, Portsmouth. All eight Medical Department personnel were involved with blood drawing on 9, 14 and 16 September.

To minimize lost manhours, the blood drawings were done near crew working spaces on the ship, the Medical barge and at the Training Department in Bldg. L-28 at Naval Station, Norfolk, Va. There were no complications and all results were negative. Also during September, we received the first external assist visit on 2 September, from Commander, Naval Air Forces, U. S. Atlantic Fleet on the ships' Radiation Health program. An audit was held on the existing program with a grade of outstanding received.

A minor sickcall, under the supervision of the Senior Medical Officer, was established in October. The Medical Department began to issue pharmaceuticals in conjunction with sickcall. Influenza immunizations were administered during December.

At the end of 1988, there were four officers and 14 enlisted personnel on board medical, with one man temporarily assigned to the Training Department for School of the Ship staff.

DENTAL DEPARTMENT

The Dental Department is tasked with the responsibility of providing the highest standard of dental care for ship's company and embarked personnel (air wing, task force or battle group and staff). This responsibility includes the prevention, remedy, and control of diseases, disabilities and injuries of the teeth, jaw, and related structures which may directly or indirectly interfere with the performance of military duties.

The Dental Department was officially established upon the arrival of Cmdr. Ray G. Morin on 6 May.

By the end of December, Dental Spaces were 80 percent complete. Three officers and six enlisted personnel were assigned.

COMMAND CHIEF MASTER-AT-ARMS

The primary mission of the Security Division is the maintenance of an environment in which the command can accomplish its mission. Essential to this environment is the protection of operational resources against loss, damage or theft. This task is accomplished through rigorous enforcement of regulations, and the investigations of offenses and incidents. Protection also includes the safety and security of LINCOLN personnel and property.

As of December, there were four enlisted personnel, with MACM Tommy Taylor Jr. as the Command Chief Master-At-Arms. Security Division established and submitted ACRs for Physical Security/Law Enforcement outfitting. The outfitting requirements were approved by Naval Sea Systems Command (NAVSEA). The Security Patrol Office space 2-93-2-Q was also approved by NAVSEA.

NAVSEA provided authority for the Supervisor of Shipbuilding to negotiate with Newport News Shipbuilding and Drydock Company for sufficient privately owned vehicle parking spaces for the Precommissioning Unit to meet critical personnel requirements. Protected parking was established, preventing vandalism and theft of both private and government vehicles.

A Barracks Security Watch was established and implemented in all LINCOLN berthing spaces to ensure good order and discipline.

The Urinalysis program was established at this stage of LINCOLN's construction, to enable screening and detect potential drug problems. At present approximately 20 percent of the crew is tested monthly.

Surveys were conducted by Commander, Naval Air Force, U.S. Atlantic Fleet Force Security Group to provide assistance and evaluate physical security to determine compliance with both OPNAV and COMNAVAIRLANT physical security/law enforcement requirements. Visits proved to be productive, identifying areas of concern, such as recommending installation of CCTV and Security Alarms in key locations.

The accomplishments by Security Division included: MACM Taylor awarded Navy Commendation Medal; BM1 Jose G. Caringal awarded a letter of commendation for his participation in making Enterprise Hall, U. S. Naval Station, Norfolk, Va., Barracks of the Quarter and Barracks of the Year.

DECK DEPARTMENT

Only BMC Charles L. Blaydes Jr. was assigned to Deck Department in January 1988. He was in the process of setting up Deck Department's main office and was also in charge of Transportation Division.

When February arrived, Chief Blaydes was joined by BMCM Allan W. Patterson and BM1 Henry L. Gibbs.

In August, LINCOLN's Bos'n, CWO2 Archie R. Hendricks, checked aboard. The Deck Department was starting to send people to Damage Control, Firefighting, School of the Ship, Stream Operator and 3-M Operations Administration.

In September, Deck had one more chief petty officer and petty officer first class check aboard. Transportation became its own department under AIMD.

The ship was starting to be outfitted with 6800 Inherit Buoyancy Life Jackets (KAPOK) at Cheatham Annex, Va.

During November and December, Deck started outfitting the Ship with 6800 inflatable CO2 life jackets at Cheatham Annex.

COMMAND RELIGIOUS MINISTRIES DEPARTMENT

The first Religion Program Specialist, RPC Dennis E. Sipes, reported aboard July.

The Command Chaplain, Capt. J.R. Fiol, reported in July and the department became operational in August.

The Annual Thanksgiving Day food basket drive in November procured six food baskets with turkeys and were issued to needy sailors and families assigned to LINCOLN.

On 8 December 1988, the first shipboard service was held for the Roman Catholic Holy Day, Immaculate Conception. Cmdr. Edwin Condon, Assistant Atlantic Fleet Chaplain, conducted the service.

FACTS AND FIGURES OF
THE USS ABRAHAM LINCOLN (CVN 72)

The Abraham, Lincoln is the Navy's newest aircraft carrier, and is the second notable ship to be named after the 16th President of the United States.

The first Abraham Lincoln was a 382 foot nuclear powered submarine. It was commissioned in 1961 and decommissioned in 1982.

Major milestones of the Abraham Lincoln include:

Keel laid:	3 November 1984
Launched:	13 February 1988
Commissioning:	18 November 1989

Abraham Lincoln will be the largest ship ever built for the U.S. Navy. It's dimensions are:

Length between perpendiculars (bow to stern), 1040 feet.
Breadth at main deck (Width side to side), 134 feet.
Length of flight deck, 1092 feet.
Extreme breadth, side to side of flight deck, 257 feet.
Area of flight deck, 4 1/2 acres.
Height, Keel to Mast Top, 244 feet (equal to a 24 story building).
Combat load displacement (tonnage), 97,000 tons.

Ship's company of the Abraham Lincoln will number 3,500 personnel and another 2,700 personnel will be attached to the Air Wing (Aircraft squadron flight crew and maintenance personnel). The entire crew will be served three meals a day, for a total of 18,600 meals daily, and 130,000 meals weekly.

The 2,700 Squadron/Air Wing personnel aboard Abraham Lincoln, will maintain and fly several different types of aircraft:

SH-3 Sea King Helicopter:	used for both Antisubmarine Warfare and search and rescue.
S-3A Viking:	used primarily for Antisubmarine Warfare.
EA-6B Prowler:	used in Electronic Warfare.
F/A-18 Hornet:	dual mission fighter and light attack bomber.
A-6 Intruder:	a low level, all weather, attack bomber.
F-14 Tomcat:	primarily an interceptor, with a wide variety of other fighter applications.
E-2C Hawkeye:	is used for airborne early warning purposes.

Other than the primary defense of aircraft and helicopters aboard the Abraham Lincoln, it will also be protected by:

NATO Seasparrow Missile System. Consists of three Launchers with eight tubes each. Used for short range and is a fully automatic rapid reaction system capable of providing a point defense capability against Anti-Aircraft (A/A) and Anti-Ship Missile (ASM) type threats.

-more-

Phalanx. This is a closed loop radar spotting ability with a gatling type gun and a firing rate of 3,000 rounds per minute.

The ship will be powered by two pressurized water nuclear reactors which are expected to provide sufficient energy to steam for at least 13 years, and an estimated 800,000 to one million miles before refueling.

The main engines will be Geared Steam Turbines with 280,000 shaft horsepower each. Four shafts will carry the power from the reduction gears to the screws. The four screws have five blades each, are 21 feet high, and weigh 66,200 pounds apiece.

The two rudders each weigh 65 tons.

Ship's speed will be in excess of 30 knots or 45 miles per hour.

The capacity of the air conditioning plants will be 2,520 tons, or enough to serve 800 homes.

400,000 gallons of water will be supplied to the ships crew daily. That's enough to serve the daily needs of over 2,000 homes at an average use of 200 gallons a day.

There will also be:

over 3,000 compartments
four aircraft elevators (4,000 square feet each)
four aircraft catapults
over 1,000 telephones
over one million tubes, transistors and diodes
about 900 miles of electrical cable
two anchors each weighing 30 tons, with each link weighing 365 pounds

The first commanding officer of the Abraham Lincoln was Capt.J.J. Dantone, and the first executive officer was Cmdr. S.W. Bryant.

Capt. Dantone was unexpectedly transferred to take command of the Dwight D. Eisenhower in September of 1988. Upon his departure, Cmdr. Bryant was promoted to captain and assumed interim command of the ship, with Cmdr. J.A. Cassidy, the ship's navigator, assuming duties of executive officer. On Dec. 13, 1988, Capt. William B. Hayden, took command of Abraham Lincoln. Capt. Hayden reported aboard from the Iwo Jima, an amphibious helicopter landing ship based in Norfolk, Va. Capt. Bryant then reassumed duties as executive officer.

The Abraham Lincoln will not be the last of the nuclear aircraft carriers. Construction began on the George Washington on Aug. 25, 1986 and it's due to be commissioned in 1991.