



DEPARTMENT OF THE NAVY
USS ABRAHAM LINCOLN (CVN 72)
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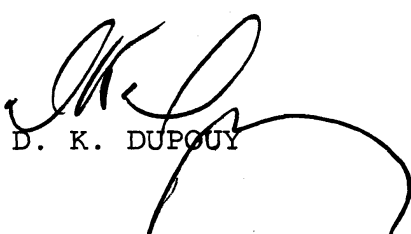
From: Commanding Officer, USS ABRAHAM LINCOLN (CVN 72)
To: Chief of Naval Operations (N-09BH)

Subj: COMMAND HISTORY FOR CALENDAR YEAR 2001

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command History for 2001
(2) Biography of Commanding Officer
(3) Welcome Aboard Booklet
(4) Arleigh Burke Award Submission
(5) Navy Meritorious Unit Commendation Award Submission

1. Per reference (a), enclosures (1) through (4) are forwarded:


D. K. DUPOUY

1. Command Composition and Organization

a. Mission. To support and operate naval aircraft at sea, maintain open sea-lanes for maritime traffic, project naval power at sea and ashore, and provide a formidable strike option in response to national tasking. ABRAHAM LINCOLN (CVN 72) also serves as a flagship command and control platform, able to direct and support full battle group and joint operations. Wherever it goes, the ship serves as a symbol of U.S. resolve, acting both as an ambassador and as a sea-based deterrent to threats to our national interest.

b. Organizational Structure. During calendar year 2001, Captain Douglas K. Dupouy served as the Commanding Officer. Captain J. Daniel Cloyd served as Executive Officer until relieved by CDR Kevin E. O'Flaherty on 16 June. CMDMC(AW/SW/SS) William Nissen served as Command Master Chief. The ship's chain of command as of 31 Dec 2001 was:

Commander in Chief	President George W. Bush
Secretary of Defense	The Honorable Donald Rumsfeld
Secretary of the Navy	The Honorable Gordon England
Chief of Naval Operations	ADM Vern Clark
CINCPACFLT	ADM Thomas Fargo
COMNAVAIRPAC	VADM John B. Nathman
COMCRUDESGRU THREE	RDML John Kelly

Department Heads serving onboard ABRAHAM LINCOLN as of 31 Dec 2001 were:

Administrative Officer	LCDR [REDACTED]
Air Officer	CDR [REDACTED]
AIMD Officer	CDR [REDACTED]
Combat Systems Officer	LCDR [REDACTED]
Combat Chaplain	CDR [REDACTED]
Command Judge Advocate	LCDR [REDACTED]
Dental Officer	CDR [REDACTED]
Engineering Officer	CDR [REDACTED]
First Lieutenant	LCDR [REDACTED]
Senior Medical Officer	CDR [REDACTED]
Navigator	CDR [REDACTED]
Operations Officer	CDR [REDACTED]
Public Affairs Officer	LCDR [REDACTED]
Reactor Officer	CAPT [REDACTED]
Safety Officer	CDR [REDACTED]
Supply Officer	CDR [REDACTED]
Training Officer	LCDR [REDACTED]
Weapons Officer	CDR [REDACTED]

USS ABRAHAM LINCOLN (CVN 72)

COMMAND HISTORY 2001

Enclosure (1)

2. Chronological Listing of Significant Events

01 JAN – 11 JAN	ENROUTE PERTH, AUSTRALIA
11 JAN – 16 JAN	INPORT PERTH, AUSTRALIA
16 JAN – 20 JAN	ENROUTE HOBART, TASMANIA
20 JAN – 24 JAN	INPORT HOBART, TASMANIA
24 JAN – 08 FEB	TRANSIT PACIFIC OCEAN
08 FEB – 09 FEB	INPORT NORTH ISLAND, CA
09 FEB – 12 FEB	TRANSIT EVERETT, WA
12 FEB – 20 MAR	INPORT EVERETT, WA
20 MAR – 23 MAR	TRANSIT VICTORIA, B.C.
23 MAR – 27 MAR	INPORT VICTORIA, B.C.
27 MAR	DEPENDENT'S CRUISE TO EVERETT, WA
27 MAR – 11 APR	INPORT EVERETT, WA - PIA PREPARATION
11 APR	TRANSIT BREMERTON, WA
11 APR – 15 OCT	INPORT BREMERTON, WA - PIA
15 OCT – 18 OCT	SEA TRIALS
18 OCT – 24 OCT	INPORT EVERETT, WA
24 OCT – 26 OCT	ENROUTE NORTH ISLAND, CA
26 OCT – 30 OCT	FLIGHT DECK CERTIFICATION/FRS CQ
30 OCT – 31 OCT	INPORT NORTH ISLAND, CA
31 OCT – 04 NOV	CART II
04 NOV – 05 NOV	INSURV, NORTH ISLAND, CA
05 NOV – 06 NOV	INSURV, AT SEA
06 NOV – 11 NOV	INSURV, NORTH ISLAND, CA
11 NOV – 16 NOV	TSTA I, ENROUTE EVERETT, WA
16 NOV – 26 NOV	INPORT EVERETT, WA
26 NOV – 28 NOV	ENROUTE NORTH ISLAND, CA
28 NOV – 30 NOV	INPORT NORTH ISLAND, CA
30 NOV – 13 DEC	TSTA II/III/FEP
13 DEC – 15 DEC	INPORT NORTH ISLAND, CA
15 DEC – 19 DEC	FRS CQ
19 DEC – 23 DEC	ENROUTE EVERETT, WA
23 DEC – 31 DEC	INPORT EVERETT, WA

3. Narrative

The following accomplishments highlight ABRAHAM LINCOLN's performance in CY 2001:

The ship's departments provided support in following ways:

ADMINISTRATION DEPARTMENT

In 2001, the CNO challenged each Navy Command to reduce first term attrition by 25 percent. ABRAHAM LINCOLN's Command Retention Team, headed by the Commanding Officer, Command Master Chief and Command Career Counselor, led the charge to reduce first term attrition through the implementation of Best Retention Practices. This included a Junior Indoctrination Professional Development Board that matched officers and chiefs in a mentoring role to assist the junior Sailor in developing a plan to have a successful tour and career. Another retention tool that produced positive results was the First Term Success Workshop. Topics directly related to the junior Sailor such as Advancement, Commissioning Programs and Education were presented at the end of the indoctrination class. At the end of the year, ABRAHAM LINCOLN successfully met the challenge by the CNO and as a result of our Best Retention Practices we reduced our first term attrition by 28 percent from the previous year.

Education is a big part of retention; ABRAHAM LINCOLN's Educational Services Office (ESO) was extremely busy in 2001 offering many educational opportunities to the crew. 450 Sailors participated in the Program Afloat for College Education program (PACE), 410 Sailors took the ASSET exam, 90 Sailors took their SAT exam as a prerequisite for advanced education and 210 CLEP exams were given to Sailors aggressively pursuing a college degree. ABRAHAM LINCOLN's advancement statistics represented a seven percent increase from 2000. More than 755 Sailors were promoted to the next higher pay grade, and 2,154 advancement exams were administered during the year. ABRAHAM LINCOLN's ESO prepared, administered and accounted for each exam and worksheet with a remarkable error rate of less than 3 percent.

Recognizing ABRAHAM LINCOLN Sailors was a priority in 2001. The XO Admin office was responsible for the processing of 1,440 awards for presentation to the crew. These awards ranged from Commanding Officer's Letter of appreciation to the Legion of Merit Medal.

The Drug and Alcohol Program Advisor was very busy in 2001 providing educational workshops intended to educate the Sailors onboard about the choices they will make on liberty with regard to drugs and alcohol. PREVENT, AWARE and IMPACT workshops were part of our daily routine onboard ABRAHAM LINCOLN and attended by 1,387 young Sailors.

AIR DEPARTMENT

The Air Department set out to become the finest in the fleet, with the hard working Aviation Boatswain's Mates leading the charge during numerous periods of around the clock operations. Each division achieved great accomplishments in flight operations and maintenance.

V-1 and V-3 divisions conducted more than 1,059 aircraft moves on the flight and hangar decks and executed more than 679 elevator moves. The Allen G. Ogden Award-winning Crash and Salvage Team responded to 42 actual emergencies this year, with no personnel injuries.

V-2 Division maintained an astounding 99 percent equipment availability rate during the last two months of an Arabian Gulf and Western Pacific deployment. The ship safely completed 3,730 aircraft launches and 3,791 recoveries in support of Operation SOUTHERN WATCH, 2 Carrier Qualification periods, and Tailored Ship's Training Assessment (TSTA) I/II/III.

V-4 division expeditiously handled more than 3,017 mishap-free aircraft refueling evolutions resulting in the safe, efficient delivery of 3,440,416 gallons of aviation fuel. Additionally, they received 4,573,770 gallons of aviation fuel during 4 underway replenishment evolutions.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

Calendar year 2001 was marked with tremendous success for USS ABRAHAM LINCOLN's Aircraft Intermediate Maintenance Department (AIMD). The year began while on WESTPAC 2000-2001, where AIMD sustained total organic intermediate level maintenance support for Carrier Air Wing Fourteen (CVW-14) aircraft and the ships and other aircraft of the ABRAHAM LINCOLN Battle Group. AIMD's superior support enabled CVW-14 to accomplish more than 6,591 sorties attaining 2,859 flight hours with a sortie completion rate of 96.1 percent.

The overall key to the Battle Group's success was AIMD's involvement as the Battle Force Integrated Maintenance Activity (BFIMA). This composite organization allowed for ships within the Battle Group to support each other's needs and reduced cost and maintenance delays associated with bringing in outside assistance and materials. BFIMA completed 585 support actions, saving nearly \$30,000 in repair and replacement costs and contributed directly to the combat readiness of 21 ships and aviation units deployed to the Arabian Gulf AOR.

After returning to home port, AIMD accomplished a safe and efficient offload of 2,434 items of Aircraft Armament Equipment (AAE), 49 ALQ-99 POD assets, 589 support equipment items and 12 ALQ-167 PODS. These critical assets were provided to support the deployment of two fully mission capable AIMDs aboard the USS CONSTELLATION and USS CARL VINSON.

ABRAHAM LINCOLN began a six-month Planned Incremental Availability (PIA) at Puget Sound Naval Shipyard, Bremerton, WA in April 2001. AIMD established a Support Equipment Rework detachment in Everett where more than 1,150 items of support equipment were inducted and overhauled. 35 personnel, significantly enhancing the material readiness of support equipment for the Inter-Deployment Turnaround Cycle and deployment, accomplished this. AIMD also played a major role in ship's habitability upgrades by establishing and acting as overall coordinator for the ABRAHAM LINCOLN Tile Team. The team completed the re-tiling of 120 spaces encompassing more than 25,000 square feet in an impressive 78 days and saved the Navy more than \$40,000 by utilizing excess HAZMAT from PSNS.

In addition to the rework and preservation of support equipment and habitability upgrades, the department took on the challenging task of standing up the first afloat intermediate level maintenance support for F/A-18 E/F aircraft. AIMD personnel worked closely with Boeing and NAVAIR personnel in the development of a comprehensive site activation plan, essential to the first deployment and subsequent carrier deployments of the F/A-18 E/F. Power Plants Branch worked in conjunction with civilian representatives from RACAL, Naval Air Technical Data and Engineering Service Command, Eagle Systems and Naval Air Warfare Center Aircraft Division Lakehurst on the removal of the existing engine test cell and the installation of the new state of the art Jet Engine Test Instrumentation (JETI) test cell. The new cell is designed to expand the engine test capabilities to the F/A-18 E/F as well as maintain all previous Type/Model/Series engine testing capability. Airframes' Hydraulic Branch received the Hydraulic Component Test

Set (HCTS) and worked with civilian contractors on its installation. The HCTS provides hydraulic component diagnostic test and verification capability for the F/A-18 E/F hydraulic components.

In July, AIMD changed department heads. Commander Ellen Coyne relieved Commander Avgi Ioannidis as Maintenance Officer.

After PIA, the hard work and focus of the department began to pay dividends. It was now time to establish optimum air wing support and begin the work-up cycle. The Tailored Ships Training Assessment underway period provided an excellent opportunity for the department to evaluate our repair capabilities, the need for technical assistance and assess our manpower and maintenance training requirements. Highly trained technicians began to re-awaken test benches that had been in preservation since before the PIA timeframe, to begin the grooming process. Along with test bench verification the department performed the verification of R-pool assets on hand. This was accomplished well ahead of the established milestone schedule. AIMD played a key role in the ship's superb performance during a Board of Inspection and Survey (INSURV) visit and during the first Type Commander 3M Assessment of a carrier since the re-implementation of the program. The department performed admirably, receiving a score of 93 percent, by maintaining attention to detail and providing close attention to the material condition of assigned spaces and PMS requirements.

COMBAT SYSTEMS DEPARTMENT

Upon returning from deployment, the ship entered Puget Sound Naval Shipyard for a six-month Planned Incremental Availability (PIA), during which more than 12 major Combat Systems upgrades were completed. A Combat Systems Team accomplished a complete refurbishment of the main mast and SPS-49 tower. Of major note was accomplishment of Combat Systems Post Availability Testing (CSPAT) while still in the yards. Immediately following PIA, an intense workup phase was successfully completed, going from sea trials to FEP in approximately nine weeks. Overall Combat Systems material readiness was assessed during a Board of Inspection and Survey (INSURV) inspection in November, showing consistently above average equipment condition, preservation, and cleanliness. ABRAHAM LINCOLN continued to be in the forefront of Command, Control, Communications, Computers, and Intelligence (C4I) support to the war fighter. Through our 2001 Post-Deployment Lessons Learned, 6 month follow-on Planned Incremental Availability, and initial work-up phase of our IDTC, the department excelled in all areas, delivering consistently superior telecommunications, Tactical and Tactical Support Automated Information Services (AIS). Excellence in surveillance, navigation, communications, and weapons systems maintenance greatly contributed to the ability to put "ordnance on target."

Specific accomplishments include:

Refurbished 50 communications voice and data antenna systems during PIA 01. Resulted in an extremely successful sea trial evolution and uninterrupted communications connectivity through the IDTC.

Completed CNAP NSSMS System Certification, while pier side, in a two-week period vice normal CVN certification over 16 weeks IDTC. INSURV evaluated, in green, seven of eight warfare areas only a few weeks after leaving the industrial environment.

Successfully activated the AN/WSC-6 (V) 5 Dual Channel SHF, the FIRST CNAP Carrier to achieve this.

Through intense hands-on leadership and training of Information Systems Technicians (IT), personnel were graded at FEP at the T-III level and continued to provide "top notch" seamless support for all communications media.

EHF MDR installed OCT 01 Pending SOVT.

TD-1271/DAMA Field Change 5 installed.

DUAL NECC installed OCT 01.

MD-1324/5KHZ Software was upgraded to VT-300 VERS 2.0.

BF Email installed and operational.

Joint Tactical Terminal (JTT) installed.

Completed Timeplex pier connectivity upgrade.

Upgraded the Integrated Shipboard Network System (ISNS) UNCLAS LAN by adding 84 drops in support of embarked staffs, squadrons, and ship's force. This saved approximately \$1,500 per drop.

Processed more than 1,090 trouble calls and 2,269,839 Emails.

Worked with SPAWAR to optimize the Automated Digital Network System (ADNS) by instituting and providing hourly logs of off-ship connectivity totals as well as hourly on-ship and off-ship backlog totals. This initiative reduced and subsequently eliminated UNCLAS backlog problems while operating at sea.

Researched, installed, configured and provided sustained network services in APL-62 (the barge) onboard PSNS for numerous workstations, which greatly enhanced the daily efficiency of numerous offices, that, due to shipyard work, had to move offices to the barge.

Conducted small computer repair and installed software loads, landing and cloning HP Vectors VL 400, saving \$40,000 in outside technical assistance. Ships force technicians also completed the installation of GOTS Delta saving \$17,000.

Upgraded the ISNS CLASSIFIED LAN with a GIG-E backbone. Installing dual GigE NICs in all servers. Removing the MSS from backbone switches. Installing GSM-155 modules. Replaced 35 ATM NICs with GIG-E NICs in PC workstations.

Upgraded the ISNS CLASSIFIED LAN with six new 18GB hard drives on all servers, effectively doubling the classified storage.

With the permission of SPARWAR, re-created the array design by installing three old 9GB hard drives in the upper array position, allowing the operating system to be stored on the upper array while the programs and data were kept on the lower 18GB arrays.

Software Upgrade to the ISNS Classified LAN to GOTS-D 4.1.0.3P9 on all servers and 175 PC workstations.

Software Upgrade of TBMCS to VER 1.1.0.3

Hardware/software upgrade on JSIPS-N and APPS.

Hardware upgrade to GENSER JOTS 1,2,4,12,14,19, with new HP 3600s, moving two replaced TAC3/210s and re-installing them in JOTS 8 & 9, as well as hardware upgrading SCI JOTS 1, 2, 14,19 with new HP3600s, leaving JOTS 5 & 7 operational but utilized as ready spares.

Software upgrade to GENSER and SCI JOTS, with version 3.1.2.1.

Upgraded SCI LAN with a new switch, PDC, BDC five new CPUs and five new drops. Connected the SCI LAN route through SCI ACDS and powering off the existing CISCO router, but leaving connected as backup.

Naval Fires Network (NFN) Hardware and Software installed in CVIC as a stand-alone system. Scheduled to be connected to SIPRNET Feb 02.

Developed a security team to monitor system storage and performance, which shortened the response time in heading off potential system problems and sustained outages.

Repair Locker 7F khaki aggressively led 90 Sailors through TSTA/FEP. Coordinated extensive training, resulting in PQS completion rates approaching 100 percent, and dramatically improved ship survivability. Locker consistently rated above tested levels.

DECK DEPARTMENT

Deck Department consists of three divisions under the leadership of the First Lieutenant, LCDR [REDACTED]. His primary assistants are the Assistant First Lieutenant, LT [REDACTED], Ship's Boatswain, CWO3 [REDACTED], and departmental Leading Chief Petty Officer BMCS (SW) [REDACTED]. There are 93 assigned personnel who are responsible for the upkeep and maintenance of the ship's sides and over 100 spaces. The department maintains and operates 8 underway replenishment stations, ship's boats, the Boat and Airplane Crane, and two anchor systems.

Deck Department re-organized the ship's crane program and re-certified the Boat and Airplane Crane for operation. Formerly unqualified crews received extensive training and underwent a rigorous qualification process to ensure safe and proper crane operations. These efforts provided the ship with a fully certified crane and crew that allowed for the deployment and recovery of small boats, as well as assisted in stores onloads while anchored in Perth, Australia and Hobart, Tasmania. Many hours of maintenance and repair were required to receive full certification. The crane remains fully operational and in the highest state of readiness.

Deck Department conducted more than 30 replenishment-at-sea evolutions that transferred more than 4,000 pallets of stores and ammunition and over 4 million gallons of fuel. This ensured the sustainability of the ship and air wing as well as maintaining fully stocked magazines, all in support of Operation Southern Watch. All operations were completed without personal injury or serious damage to equipment.

Noting unusual noise and vibration on No. 9 sliding padeye, Deck Department engineers undertook depot level repair and testing. The repairs kept crucial UNREP equipment fully operational and allowed maximum stores and ammunition transfer capability while on station in support of Operation Southern Watch. Personnel identified a discrepancy in the design of the worm gear set screw and initiated a departure from specifications to correct the problem while on deployment to the Arabian Gulf. Subsequently, the sliding padeye operated flawlessly and aided the transfer of more than 2,000 pallets of ammunition and stores.

Deck Department overhauled the CO's Gig and the ship's only ready lifeboat during PIA 01. During transit to San Diego, without helicopter support, the MWB and crew were called upon to recover a crewmember that had fallen over the side. Due to superb upkeep and maintenance of the boat, as well as personnel adhering to strict training requirements, an actual man overboard was subsequently recovered and returned to safety using the ship's ready lifeboat and crew.

DENTAL DEPARTMENT

USS ABRAHAM LINCOLN returned from an extremely rigorous Western Pacific Deployment in February 2001 operating at peak performance and efficiency. The Dental Department, a small yet critically important department, also enjoyed similar success. The deployment ended at more than 98 percent dental ready for the combined air wing/ship's company and improved dental health by more than 10 percent.

The ship was in a Planned Incremental Availability (PIA) from April to October 2001 at Puget Sound Naval Shipyard, Bremerton, Washington. The entire Dental Department re-located to APL-62 (the barge) and continued to provide top quality dental care to officers, chiefs, and Sailors of USS ABRAHAM LINCOLN.

Several ship's force and shipyard projects were accomplished during the year. These material condition improvements allowed dental to complete INSURV inspection with no major discrepancies: a new water heater was installed within the dental spaces, seven dental treatment rooms had decks replaced and re-sealed, front desk/reception area was re-tiled, X-ray room was re-tiled, and Dental's fan room was completely rehabbed and preserved.

Dental Department personnel augmented the medical department watch, quarters and station bills during all general quarter, mass casualty and walking blood bank activation drills. They were represented on MTT and singled out for exemplary teamwork during those drill sets, which allowed medical department to excel during FEP in CART III.

During 2001, there were 6,862 patient visits to the dental department. Patients were seen for a wide variety of dental services including, but not limited to, routine examinations, emergency visits, routine fillings and cleanings. The staff of 4 general dentists and one oral surgeon, along with 17 rated dental technicians, performed more than 500 extractions, nearly 100 root canals, more than 200 crowns and bridges, nearly 1000 fillings, exposed more than 3,000 dental x-rays, and provided more than 1,800 dental cleanings. This busy clinic produced dentistry in excess of one million dollars while the prosthetics laboratory provided more than \$75,000 worth of dental prosthetic services.

The following personnel were advanced via the Command Advancement Program in 2001:

DT2 (SW) [REDACTED]

DT3 [REDACTED]

The following personnel earned the designated warfare specialty in 2001:

ESWS:

EAWS:

DTC (FMF) [REDACTED]

DT1 [REDACTED]

DT1 [REDACTED]

DT1 [REDACTED]

DT2 [REDACTED]

DT2 [REDACTED]

DT3 [REDACTED]

DT3 [REDACTED]

History of the USS ABRAHAM LINCOLN Dental Department for 2001 lived up to its motto ...
"Abraham Lincoln Can't Fight If It Can't Bite"

ENGINEERING DEPARTMENT

ENGINEERING – Electrical Division

During the year 2001, the Electricians and Interior Communications Electricians of Electrical Division continued the tradition of excellence established by their predecessors, and raised the bar through their outstanding performance in the final month of WESTPAC 2000, the Planned Incremental Availability (PIA), and the first phases of work ups for the WESTPAC 2002. Through their hard work, dedication, and devotion to duty, the 85 officers, chief petty officers, and crewmembers of Electrical Division significantly increased the readiness and capability of USS ABRAHAM LINCOLN to fulfill any mission to which it was assigned. The following is a summary of the events of the year 2001.

The year began with the ABRAHAM LINCOLN heading through the Strait of Hormuz, commencing the return leg of the arduous WESTPAC 2000 deployment. The transit provided much needed repair time for Electrical Division, whose tasks included the review and repair of the Waterline Security Lights and the preparation and rigging of the friendship lights for the Hobart port visit. Additionally, the division took part in CART I preparations and participated in loss of power drills during Reactor Department's Operational Reactor Safeguard Evaluation (ORSE) inspection. Badly needed maintenance and repair of systems worn down during the deployment were also a priority, and discrepancies to such widely varied systems as steering, Ckt K (the RPM remote indication circuit) for shaft #1, steering and the Aircraft Electrical Servicing System Stations were attended to.

February 12, 2001, was a landmark day for the ship and the entire crew with homecoming and the beginning of a well-deserved post-deployment stand down. Even during the stand down, however, the work of Electrical Division continued, as shipyard workers arrived to begin preparations for the PIA, which began in early April. E-Division assumed the coordination of hundreds of tagouts and work packages required for the yard period. Additionally, significant maintenance took place during the period. Hundreds of 1MC speakers damaged during years of abuse were rehabilitated, repair work on several fire pumps was conducted, and a Vertical Package Conveyor assist visit was completed.

After a port visit to Victoria, British Columbia, in April 2001, the ship then transited to Puget Sound Naval Shipyard for the six month Planned Incremental Availability. Throughout PIA, Electrical Division was kept enormously busy, both in support of shipyard work and through the ship's force work package. Additionally, several members of Electrical division attended important schools, acquiring expertise in laundry, galley maintenance, ventilation maintenance, and 400 Hz system maintenance. By the end of the six-month period, Electrical Division had completed more than 2000 tagouts in support of shipyard work, all without a single major tagout violation or safety incident.

Each work center completed significant work during PIA. General Services assisted in several new installations in the galleys, including new deep fat fryers and griddles in the galleys, and assisted in numerous ventilation and system tagouts for other division's projects. Upon restoration of full ventilation to the ship at the end of the yard period, several ventilation fans were found to be defective, requiring removal and reconditioning. While this was being accomplished by General Services, the Rewind Shop reconditioned and rewound all the motors, part of the significant work performed in support of the ship's quality of life during the shipyard period.

While the GS and Rewind Shops put many hard hours into the galleys and ventilation, Power Shop spent PIA conducting repairs to the many major system components for which they are responsible. Work involving various systems, including the air conditioning and fire main, were completed. In addition, Power Shop provided assistance for Combat Systems Department in the repair of their HF whip antennae and rectified numerous discrepancies and casualties to the ship's Compress Melt Units, greatly increasing the ship's ability to process plastic waste.

The Distribution Shop also completed major work to almost all its systems during PIA. Following the discovery of major material discrepancies on the aircraft elevators, Distribution assisted in the replacement of the control station circuitry and replaced many of the logic circuit cards for the elevators. Maintenance was also completed on the ship's aging Aircraft Electrical Servicing System (AESS) stations, which significantly improved the capability to support air wing operations.

The Sound Powered and Alarm and Warning Shops spent innumerable hours during PIA replacing 1MC system speakers, 230 of which were found to have damage or were inoperable during a survey conducted prior to the yard period. All these discrepancies were corrected. Additionally, the ICs completed several other important jobs, including the repair and replacement of several 5MC speakers on the flight deck, the replacement of the 6MC amplifiers, the troubleshooting and repair of several sound powered and announcing systems, and work on the e-call systems for the aircraft elevators.

Another workcenter kept busy during PIA was Lighting. In addition to the myriad tagouts run in support of various other work center's ongoing projects, lighting conducted a complete replacement of the fixtures in several supply storerooms and the repair of the bridge, flag bridge and pri-fly windshield wipers. They were also significant contributors to the completion of the RCI/ISNS power installation, which had been halted during the previous year.

As the other workcenters dedicated long hours to reconditioning the ship throughout the PIA, the Electrical Safety and DCPO Shops, together with EMC Canlas' INSURV inspection preparation team, E-divisions Engineering Training Team (ETT), and Damage Control Training Team (DCTT) members, spent many long hours preparing for the upcoming training cycle. Their dedication during endless hours of administrative review and equipment inspection resulted in a

significant improvement in the material condition of the ABRAHAM LINCOLN's electrical distribution system, the improvement of shipwide electrical safety awareness, and the improvement of DC material condition and training in Electrical Division's areas of responsibility. As PIA came to a close and the training cycle loomed, the INSURV team and these work centers took the lead in ensuring all preparations were completed in an outstanding manner and on schedule.

On October 15, USS ABRAHAM LINCOLN left Puget Sound Naval Shipyard for sea trials. This three-day evolution, which included the operation of every major system onboard, resulted in the discovery of numerous material discrepancies. The engineering and electrical teams responded quickly and confidently. All systems were tested satisfactory by the end of the period, and the ship was ready to begin the training cycle.

Immediately after getting underway on 24 October, the ship began rigorous preparations for INSURV and CART, the two major evolutions of the underway period. Fortunately, Electrical Division and the remainder of the ETT team were well ahead of the power curve, and the Electrical Safety Program, Tagout Program, and drill scores enabled ETT to complete all requirements for FEP during the CART phase of training. Upon completion of CART and a short FRS period, the ship began the INSURV inspection.

Electrical Division's performance during the INSURV inspection was truly remarkable. The scores obtained were the highest ever by any aircraft carrier, and the material condition of the electrical equipment was noted as exceptional. The INSURV team also assessed the Electrical Safety program, and was perceived to be outstanding among west coast aircraft carriers. These distinctive results transpired a mere four weeks after completion of a yard period, which left numerous discrepancies uncorrected. The tireless dedication of Electrical Division's junior personnel was directly responsible for these superb results.

The ABRAHAM LINCOLN closed out the year with a final underway, completing FEP shipwide, and returning home for a well-deserved holiday stand down.

ENGINEERING – Damage Control Division

The intensity of Damage Control training has been maintained at a very high tempo. Since the end of deployment in February, Damage Control has continued to improve. With the addition of the balanced pressure proportioning system, the department has expanded the effectiveness of the AFFF system. The Damage Control Training Team planned, briefed, conducted and debriefed complex damage control scenarios weekly, ensuring the repair locker personnel qualifications were maintained at peak readiness and flexed the entire ship's ability to effectively respond to casualties affecting multiple mission areas.

Upon the conclusion of PIA, the Damage Control organization has excelled with every challenge presented to it. During INSURV and CART II all damage control equipment was checked and tested with superb results. Water tight integrity was assessed at 90 percent effective, Repair 4 and 5 comments included being the "Best they had ever seen," all P-100's were operational and able to be rigged for deep suction, and all CO2/ Halon/ AFFF systems were checked and considered satisfactory. At the end of INSURV and CART II the ship conducted intense training during TSTA II, III and FEP; all of the basic phases were completed in less than one month vice the fleet standard of sixteen weeks. The At-Sea Fire Party has continued to remain active in conducting numerous drills, which include a JP-5 pump room fire, ruptured firemain and chill water system piping in main engineering spaces and a toxic gas casualty.

Training has been ongoing for all Repair Lockers; during DPIA all aspects of Damage Control were trained three days a week, which enabled the ship to maintain the high state of readiness needed for departing PIA 01.

ENGINEERING – Auxiliaries Division

Hydraulic Workcenter EA01:

The Hydraulics shop conducted extensive gauge calibration prior to, during, and after the Planned Incremental Availability. Puget Sound Naval Shipyard and Ship's Force replaced the cables on #2 and #3 aircraft elevators and removed, overhauled and reinstalled all accumulators from those elevators. This dynamic team also rebuilt the aircraft elevator lock assemblies. The workcenter replaced the packing assemblies in more than 60 hydraulic valves of varying sizes and replaced high-pressure switches on 3C, 3D, and 4D main hydraulic pumps. The starboard anchor windlass was completely overhauled by Puget Sound Naval Shipyard and Ship's Force.

Galley and Laundry Maintenance EA02:

The workcenter troubleshoot and repaired four washer extractors, two dry cleaning plants, and numerous steam dryers. They also replaced all 10 electric dryers. Along with making all those repairs to the laundry equipment, the work center also made extensive repairs to eight scullery machines, four garbage grinders, and four galley food-mixing machines. Repairs and overhauls were also made to six reach-in refrigerators and one walk-in refrigerator. Replacements were made to 25 ice machines and five steam jacketed copper cooking kettles. As part of the Battle Force Intermediate Maintenance Activity (BFIMA) they pop-tested 70 relief valves, and onboard USS Shiloh, overhauls and repairs were made to an LP air compressor, Type 1 air dehydrator, and make-up and excess feed valves.

Air Conditioning and Refrigeration Workcenter EA03:

The workcenter completed repairs to #3 A/C chiller header to clear a departure from specification (DFS) and replaced the #2 salt-water check valve. Overhauled the #5 refrigerant compressor and five condenser-water regulating valves. Assisted the shipyard in isolation and draining various sections of the chill water loop for chiller upgrades, piping and valve installations. Replaced the condenser inspection covers on #1 & #2 A/C units, and replaced the auxiliary lube oil pump on #9 A/C unit. The workcenter assisted PSNS and TODD Shipyard personnel in Machinery Alterations (MACALT) of the 3-way valve and Hellan strainer installations on four of the 10 A/C units, and the overhaul of #1 refrigerant compressor. This directly contributed to the vast improvement of material condition of the A/C and refrigerant machinery spaces.

O2N2 Generating Plants EA06:

Workcenter personnel assisted shipyard repair shops in the replacement of #1 and #2 CAP16 duplex strainers with new Hellan strainers. The following repairs were completed on the Cosmo dyne GB2AS oxygen/nitrogen producer: weld repaired a crack on the #1 regenerator, replaced all thermocouples, and rewired the control panels; replaced the turbo expander inlet valve and various solenoid valves; repacked unit cavities with insulating rock wool; replaced #1 CAP16 compressor motor; material condition upgrades to fan room and ventilation plenum intakes, involving chipping, priming and painting.

Outside Repair Workcenter EA08:

The Outside Repair Workcenter complied with the Environmental Disposal at Sea program in processing more than 1 million pounds of solid waste. In doing so, it was the major contributor in winning the CNO's Environmental Quality Large Ship Award. They also overhauled 10

Compress Melt Units and 4 Motor Driven Fire Pumps. The workcenter assisted Puget Sound Naval Shipyard in the repair of four fire pump discharge elbows and the overhaul/rebricking of the ship's incinerator during PIA 01. Weight tested two conveyors and the dumbwaiter with Elevator Support Unit Technicians and corrected numerous Vertical Package Conveyor discrepancies with Elevator Unit Technicians during PIA 01. Assumed the responsibility and supervision for 18 TAD billets used in conjunction with operating of ship's four waste processing rooms and incinerator.

Steam Catapult Workcenter EA10:

The Catapult Workcenter is actually subdivided into two parts: Catapults and Hotel Steam. Between the two, they completed repairs and overhauls to 120 steam valves and 41 relief valves. They also conducted tagouts in support of the replacement of 13 water heaters and a service steam change out of all 3" and smaller service steam piping. They replaced 32 sight glass assemblies on the catapult accumulators, maintained catapults through three carrier qualification periods and COMPTUEX with no down time or cancelled launches and prepared catapult spaces and equipment for INSURV and two MTT inspections, which included the complete paint out of three catapult fill rooms. Replacement of five water heater recirculation pumps on the older water heaters was required, as was the replacement of approximately 20 service steam system o-rings, due to faulty installation by shipyard personnel.

ENGINEERING – Maintenance Division

Through 2001 Maintenance Division continued to fulfill the mission of unequalled support of the USS ABRAHAM LINCOLN's mission readiness. The department provided technical and logistics assistance to more than 4,000 customers throughout the year. Specifically they:

Led the way through PIA by spearheading the ship's Work Test and Controls Team. Set the standard for work integration, scheduling and planning by surpassing the previously set standards for CVN Planned Incremental Availabilities at every milestone.

Maintenance Division's successes during PIA were highlighted by validating more than 8000 individual equipment records, the highly successful Integrated Logistics Support and the comments by AIR PACs On-site Logistics representative to the ship's Equipment Validation Team stating the department had the most proactive and effective equipment validation program he had seen.

Supported the ship throughout INSURV inspection from 3-7 November. The ship's CSMP was superbly maintained. Numerous discrepancies were corrected on the spot due directly to the support of Maintenance Support Center and the Quality Assurance Office. The 3M/PMS programs received no discrepancies during INSURV

Maintenance Division's largest challenge of the year was the ship's 3M Assessment by AIRPAC from 14-18 Dec. They diligently prepared the command and themselves for the first formal TYCOM 3M Inspection in more than 4 years. The ship earned a RAR of 94.6 percent, an ACF of 92.6 percent and a PPR of 93.1 percent, setting a high standard for the fleet. The AIRPAC inspection team again evaluated our Equipment Configuration Database, Validation Program and ASI procedures as the best they had seen and as setting the standard for the fleet.

LEGAL DEPARTMENT

The Legal Department experienced considerable personnel changes in 2001. LCDR [REDACTED] reported aboard as the new Command Judge Advocate in July, LN1 [REDACTED] reported aboard as the new Leading Petty Officer in August, and the department gained LTJG [REDACTED] for special projects.

2001 was a very busy year for the Legal Department. Upon return from Western Pacific Deployment and entry into Planned Incremental Availability, more than 100 positive urinalysis results were obtained from command unit sweep and random tests. In addition, the department administered 35 Summary Courts-Martial, 11 Special Courts-Martial, five Article 32 investigations, 285 Nonjudicial Punishment cases, and 135 administrative separations.

The Command Judge Advocate provided legal assistance counseling to more than 250 crewmembers and, with the assistance of NLSO Northwest attorneys, provided estate planning documents including wills, living wills, medical care directives and durable powers of attorney to more than 75 crewmembers, saving hundred of dollars in legal fees for each client.

Under the leadership of the Leading Petty Officer, more than 750 powers of attorney were prepared for ABRAHAM LINCOLN crewmembers. More than 200 newly reporting crewmembers were presented with voter registration information during indoctrination. Finally, an aggressive Volunteer Income Tax Assistance Program with Electronic Filing (ELF) capacity was established to aid crewmembers in filing 2001 federal and state income taxes.

MEDICAL DEPARTMENT

Though the ship was in Planned Incremental Availability (PIA) from April to October, the Medical Department managed to stay very busy. The ship finished its six-month WESTPAC in February, had a one-month POM period, then a quick trip to Victoria, B.C., prior to PIA. Medical was moved to the berthing and messing barge due to work within the medical spaces on the ship.

The Department welcomed aboard a new surgeon, nurse, LCPO, 10 new HMs and a new flight surgeon attached to CVW-14.

This year, 7,126 patients were seen during sick call. Handouts were drafted and instituted for gastroenteritis and colds to reduce future visits.

Since most of the time was spent in PIA, few surgeries were performed: two colonoscopies, one incisional hernia, two vasectomies, two pilonidal cyst removals and one tendon repair to a finger. There were also numerous toenail removals.

There were 16 medical evacuations for further treatment, two personnel treated for falling overboard, 14 admissions and 48 medical emergencies, which included five personnel who had to be treated for head injuries from running through passageways and knee knockers.

Physical Therapy saw 1,325 patients for various musculoskeletal ailments/injuries. Handouts were also drafted and instituted for back pain and strains/sprains.

Ancillary services were affected to a remarkable degree while in PIA. X-Ray was completely down for replacement and the department now has a brand new Siemens digital X-Ray unit so disks can be forwarded to NMC San Diego for reading. X-Ray, nonetheless, performed 632 visits.

Despite not having advanced lab capabilities on the barge during PIA, Laboratory still performed 15,951 tests. Pharmacy filled 17,939 prescriptions. Substance Abuse Rehabilitation Department consulted 636 patients. Psychology was extremely busy; they evaluated and treated 888 patients.

The new optician made a considerable impact. Optical fabrication went up more than 1/3 to 888 with a reduction in waiting time from 1-2 weeks, to 1-2 days. Also completed were 44 PKP screenings, 483 eye exams, and 32 foreign body removals.

Birth Month Recall was extremely busy this year. 1,884 members of the ship's company were seen for immunization updates and scheduled periodic examinations. The ship's Walking Blood Bank went to an all-time high enrollment of 386.

More than 1,364 physical exams were completed. The PMTs were terribly busy with inspections for the barge, the ship and food stores, and were still able to see 5,665 patients for various programs.

The department had four HMs promoted to next higher paygrade and two HM1s selected for Chief. One person qualified Air Warfare, two re-qualified EAWS and three officers qualified SWMDO. The department boasts the Blue Jacket of the Quarter for 4th quarter 2001.

Some interesting personnel embarked during our work-up phase: an Air Force LCOL flight surgeon, a Canadian Navy LCDR flight surgeon, two nurse anesthetists and an anesthesiologist from NMCSO, and two corpsmen from BMC Everett.

NAVIGATION DEPARTMENT

USS ABRAHAM LINCOLN (CVN 72) completed operational requirements in the North Arabian Sea just prior to the New Year and began a long journey home. Although the fast pace of supporting Operation SOUTHERN WATCH slowed considerably for most of the crew, the Navigation Department was kept busy preparing charts and supervising the safe navigation of the ship. The department was further challenged with having to coordinate and man watchstations for an arduous three-day underway replenishment (UNREP), where more than 1500 pallets of supplies were offloaded to be used by other ships in the theater.

En route in January, the quartermasters and signalmen were able to exercise all the requirements associated with anchoring in foreign ports when the ship made two well-deserved port calls: one in Perth, Australia and the other in Hobart, Tasmania. The crew was very well received and all hands look forward to another visit during future deployments.

The ship returned to Everett, WA, in mid-February and was greeted on the pier by a throng of dependents and friends. The brow was lowered as quickly as possible and the Command Master Chief's announcement of "Liberty Call" signaled a leisurely month-long stand down that enabled many Sailors to take leave and get reacquainted with their families. In late March, USS ABRAHAM LINCOLN got underway for a Family Day Cruise, thus giving spouses, children and friends a chance to witness and gain an appreciation for how the ship operates at sea. Participants joined the crew in Victoria, British Columbia during a three-day liberty port, and then boarded the aircraft carrier for a one-day sail back to Everett, WA. The navigation and signal bridges were packed with mothers, fathers, husbands, wives, and children who were all duly impressed with the professionalism and skill of their Sailors.

USS ABRAHAM LINCOLN got underway once again in early April when it transited to Puget Sound Naval Shipyard in Bremerton, WA to begin a six-month Planned Incremental Availability (PIA). During this period the quartermasters and signalmen became part of the ship's work force that focused on preservation and upkeep of the ship to prepare it for response to the nation's needs for the next forty years. The Navigation Department was responsible for all interior and exterior work on four of the superstructure levels – a daunting task for one of the ship's smallest departments.

The ship left Bremerton, WA in mid-October and returned to the open ocean for Sea Trials – a period when the ship evaluates its material condition and assesses what work needs to be done prior to formal inspections. The Navigation Department's hard work paid off when it became apparent that all systems were functioning properly and its spaces were determined to be some of the best on the ship. The Afloat Training Group Pacific came aboard for another underway period in November and December to conduct the Command Assessment of Readiness Training, Tailored Ship's Training Availability and Final Evaluation Period inspections. Once again, the Navigation Department came through with flying colors – the Signals Division was singled out as having the best watch team the evaluator had ever seen.

USS ABRAHAM LINCOLN returned to Everett, WA in time for the holiday season for another well-deserved stand down after an exceptionally busy year. The quartermasters and signalmen of the Navigation Department can be proud of their accomplishments – particularly the advancement of 10 Petty Officers and earning the coveted award of the White Wheel for navigation excellence. The Navigation Department will continue its training through the coming spring and summer in preparation of its next Western Pacific deployment.

OPERATIONS DEPARTMENT

From the return of deployment, through the Planned Incremental Availability and into the Inter-Deployment Training Cycle, the Operations Department has spearheaded USS ABRAHAM LINCOLN's worldwide and ship wide success in 2001.

AIR OPERATIONS SUMMARY:

2,859 total traps in CY2001 (1,850 day/1,009 night).
1,356 total sorties flown (847 day/509 night).
193 pilots were night Carrier-landing Qualified.
1045 passengers and 95,000 lbs. cargo were processed by ATO.

DIVISIONAL HIGHLIGHTS

OC Division:

September 2001 – Installation of the Aviation Data Management and Control System Integrated Shipboard Information System (ADMACS ISIS) was completed. Conducted operator training and completed integration of ISIS system into shipboard operations.

September 2001 – Installation of the Ship's Air Traffic Control Communications (SATCC) system was completed.

26-30 October 2001 – Successfully completed IDTC flight deck, Precision Approach and Landing System (PALS), and Carrier Air Traffic Control Certification. NAWC-AD, CVW-14,

and CVW-2 aircraft provided 90 sorties, 349 carrier landings, and 74 Mode I approaches in support of CVN-72 certification efforts.

31 October – 3 November 2001 – Completed AIRPAC Fleet Replacement Squadron (FRS) Carrier Qualification Detachment. Successfully qualified 29 fleet replacement pilots.

30 November – 13 December 2001 – Successfully completed TSTA-II/III/FEP at-sea period. Safely carrier qualified 107 CVW-14 pilots and conducted 720 day/550 night carrier arrested landings during 957 exercise sorties.

15-18 December 2001 – Completed AIRPAC Fleet Replacement Squadron Carrier Qualification Detachment; successfully qualified 40 fleet replacement pilots.

AC1 (AW) [REDACTED] selected as USS ABRAHAM LINCOLN Sailor of the Quarter and Battle Group Sailor of the Quarter for third quarter 2001.

AC2 (AW) [REDACTED] selected for the Seaman to Admiral Program.

Maintained a 100 percent retention rate.

OA Division:

Provided aviation and target area environmental briefs for 1,251 events in support of Operation SOUTHERN WATCH.

Prepared and briefed 255 staff environmental briefs in support of ALBG Commander and DESRON-31 Commander during Arabian Gulf / WESTPAC Deployment.

Expertly forecasted and provided safe navigation through 5 OTSR divert situations including WESTPAC transit covering 3 typhoons.

Provided Electromagnetic and Communication (AREPS) analysis products in direct support of the Air Defense Commander, Information Warfare Commander, and DESRON-31 Commander.

Provided Electro-Optical (TAWS and NOWS) analysis products in direct support of CVW-14 and DESRON-31.

Provided ASW sensor (IMAT) analysis products in direct support of DESRON-31.

Had 80 percent advancement rate.

OX Division:

Provided environmental predictions, tactical support, and USW command and control support to DESRON-31.

Rapidly qualified and maintained a 100 percent CART completion rate following an arduous PIA overhaul period.

Successfully evaded and deterred numerous opposition force submarines ICW FEP, COMPTUEX 02 and FBP.

During Planned Incremental Availability (PIA) 01, provided project management and direct supervision in renovation of 23 crew berthing spaces, including the replacement more than 1000 racks and lockers, in conjunction with the ship's berthing rehabilitation upgrade program.

OI Division:

Obtained more than 300 professional qualifications, including 3 Track Supervisors, four Air Intercept Controllers and three Sea Combat Air Controllers.

Rehabilitated 45 divisional spaces in preparation for INSURV in which the ship received an overall "outstanding."

OS2 (SW) [REDACTED] was selected as the Operations Department Junior Sailor of the Year (JSOY).

Received an evaluation of "outstanding" from the Afloat Training Group (ATG) Staff during CART II/TSTA/FEP. USS ABRAHAM LINCOLN's total ships survivability scenario (TSSE) was adapted as the standard for Pacific Fleet Aircraft Carriers.

OW Division:

Qualified six SLQ 32 and WLR 1 operators, one WLR 1 technician.

EW3 [REDACTED] assumed Nixie maintenance after receiving specialized training, praised by FTSCPAC and INSURV inspectors.

Upon completion of six month PIA, successfully operated all Electronic Warfare equipment at PMS standards.

Received a TSTA/FEP EW assessment of 92 percent.

Successfully integrated the Battleforce Electronic Warfare Trainer into the ITT Battle Scenarios.

OS Division:

35 command personnel indoctrinated for Sensitive Compartmented Information (SCI).

Yearly Security Refresher Training conducted for 120 personnel in December 2001.

Submitted 30 Single Scope Background Investigations and 10 periodic reinvestigations.

CTO1 (SW) [REDACTED] was nominated for Operations Department SOQ for fourth quarter 2001.

Coordinated transportation for 350 Sailors via the Victoria Clipper from Naval Station Everett to Puget Sound Naval Ship Yards from April through October 2001.

Provided two Sailors for the berthing rehabilitation team for Planned Incremental Availability from April through October 2001.

De-installed Tactical Intelligence SCI communications system and installed SCI Automated Digital Network System (ANDS).

Four personnel completed formal training for SCI ADNS at SPAWAR in San Diego, CA.

Seven personnel completed Cryptologic Communications Afloat Training conducted by Cryptologic Readiness Group San Diego while underway 15-19 December 2001.

Completed CMS qualifications for eight personnel.

Qualified six personnel as SSES Communications Watch Operators.

Assisted in the upgrade of ship's SCI LAN allowing intercommunication between SCI ADNS, BGPHERS and SCI LAN.

Performed extensive rehabilitation on two High Frequency Antenna Tilt Groups.

Four personnel completed initial qualifications for 3M 301 and three personnel completed advanced qualifications for 3M 303.

Completed upgrade of the Battle Group Passive Horizon Extension System (BGPHERS) integrating BGPHERS with SCI LAN and SCI ADNS.

Identified and relayed tactical information concerning 250 critical elements of information to Battle Group consumers.

Four personnel completed Basic Cryptologic Afloat Training at Cryptologic Readiness Group, NAS Whidbey Island.

Six personnel completed Non-morse Cryptologic Afloat Training and Practical Signals Analysis Training at Cryptologic Readiness Group, NAS Whidbey Island 9-18 October 2001.

Seven personnel completed Basic Cryptologic Online Trainer at Fleet Combat Training Center San Diego, CA 25-29 November 2001.

OP Division:

Provided more than 6,500 photographic services and produced in excess of 95,000 images in support of USS ABRAHAM LINCOLN, Battle Group and the Navy's Distinguished Visitor (DV) Public Affairs Program.

Print Shop completed more than 1,800 job requests making more than 2 million printing impressions for the ABRAHAM LINCOLN and the Battle Group.

Processed more than 6,100 feet of Tactical Aerial Reconnaissance Pod System (TARPS) film, providing crucial images to the ship's Intelligence Team.

Completed the ship's Cruise Book for the 2000 – 2001 deployment.

OZ Division:

Managed the transportation of more than 3,500 ship's company personnel to and from homeport Everett and Puget Sound Naval Shipyard during PIA 2001, scheduling of 13 passenger busses and a 500-person ferry.

Selected by COMTHIRDFLT to be the first Navy carrier to employ the new Naval Fires Network (NFN).

Successfully managed the installation of seven NFN equipment racks and 10 workstations throughout CVIC.

Completely refurbished 32 division spaces and more than 200 work packages were completed during PIA 2001.

Upgraded of all SUPPLOT watch station hardware, including the installation of a new plasma screen display, energy saving flat screen displays and installation of Joint Tactical Terminal (JTT).

Streamlined the classified publications library, enabling the removal of 12 safes from CVIC.

10 ISs received new NECs, and six more attended team trainers or other intelligence courses.

Gained seven new Petty Officers from the 2001 advancement cycles, and advanced IS3 [REDACTED] under the Command Advancement Program (CAP). Two ISs reenlisted, and IS2 [REDACTED] and IS3 [REDACTED] were selected for OCS.

PUBLIC AFFAIRS DEPARTMENT

ABRAHAM LINCOLN's Public Affairs Department has a vigorous Distinguished Visitor (DV) program to tell the Navy story to the community, business and governmental leaders. In fiscal year 2001, the ship hosted nearly 900 DVs while underway and opened the ship to more than 8,000 people for general tours and special receptions on board. At-sea guests often stayed overnight and were treated to tours of many operational areas of the ship, including the flight deck, with the opportunity to view day and night flight operations. ABRAHAM LINCOLN's DV program provided the public with a glimpse of a Sailor's life aboard ship as well as an appreciation of the capabilities of a modern Navy warship. The program promoted an understanding of the challenges facing the Navy today, forged friendships, and increased support for the Navy in the community.

Whenever the opportunity arose, the Public Affairs Department worked with local and national media to tell the Navy story. During WESTPAC 2000-2001, the public affairs staff provided media tours during its port visits to Perth, Australia and Hobart, Tasmania, including a live, 3-hour radio broadcast by Australian Broadcasting Corp. radio personality Annie Warburton. Other media and guest visits to the ABRAHAM LINCOLN included former Secretary of Defense William Cohen, U.S. Central Command Commander-in-Chief Gen. Tommy Franks, baseball Hall of Fame's Rod Carew, actor John Amos, Olympic gold medalist Rulon Gardner, Motor Trend Magazine's "Weekend" radio show and the Seattle Times.

Public Affairs Department developed an outstanding web site that enhanced the Navy's image and improved communications with reporting personnel, crewmember families, and the general public. Included on the easily navigable web site are: video clips of flight deck operations, an

audio message from the Commanding Officer; a sponsor email link with an auto reply giving reporting aboard information; a comprehensive Public Affairs and Photo Lab section featuring numerous photos and press releases; and an "Around the LINCOLN" section that includes photos and descriptions of Sailors performing a variety of jobs aboard the ship.

Additionally the ship's public affairs office developed an aggressive memorabilia program that communicated directly with the local, national and international publics. Using both regular postal services and electronic mail, hundreds of people contacted the ship with queries for information, photography, and memorabilia. Through the distribution of memorabilia items and ship's information materials like Welcome Aboard booklets, the image of the USS ABRAHAM LINCOLN and the U.S. Navy were greatly enhanced. The ship's memorabilia program was instrumental in promoting a greater understanding of the ABRAHAM LINCOLN's mission.

REACTOR DEPARTMENT

In February, Reactor Department completed a very successful Operational Reactor Safeguards Examination (ORSE). This was especially noteworthy due to the limited drill time, as a result of remaining on station for so long in the Arabian Sea.

Following deployment and a quick trip to Victoria, B.C., the ship entered Puget Sound Naval Shipyard for a six month Planned Incremental Availability (PIA). Several upgrades to propulsion plant equipment and communication systems were installed, and long-term preventive maintenance requirements were accomplished. After a grueling testing program, the department passed all certifications and completed sea trials in stellar fashion.

The remainder of the year focused on training, qualifications, material readiness and preparations for combat certification and deployment "work-ups."

Preparations and training for the upcoming Operational Reactor Safeguards Examination have proceeded at a phenomenal rate. During a recent Nuclear Propulsion Mobile Training Team (NPMTT) visit, Reactor Department was commented on as being "outstanding" considering the limited time since the completion of PIA 01.

Material readiness was assessed during a Board of Inspection and Survey Review (INSURV) in November and was noted as being markedly above the fleet average. Especially noted was the superior condition of the propulsion plants by both members of the INSURV Team and the NPMTT Team.

RELIGIOUS MINISTRIES DEPARTMENT

The year of 2001 brought several personnel changes to the Religious Ministries Department. Reporting were: CDR [REDACTED] command chaplain relieved CDR [REDACTED] who transferred to the Headquarters of the United States Coast Guard, Washington, DC; LT [REDACTED] Catholic chaplain relieved LCDR [REDACTED] who returned to the civilian parish; and four new religious program specialists also reported aboard.

During Carrier Qualifications, Sea Trials, TSTA, FEP and COMPTUEX, RMD administered an outstanding Command Religious Program. Three ship's chaplains plus an air wing chaplain, four religious program specialists, and 10 lay leaders provided a variety of worship opportunities for: Protestants, Catholics, The Church of Jesus Christ of Latter Day Saints, Jewish, Hispanic, Church of Christ International, and Wicca. Bible studies conducted by both chaplains and lay leaders

offered faith specific religious education opportunities. A women's Bible study group provided mentoring and education for female Sailors reporting to their first command. This team of chaplains and lay ministers conducted more than 180 worship services, 375 Catholic masses, and numerous Bible studies with an attendance of more than 3,500. The ship's foc'sle, chapel, classrooms and crew's lounge were used for worship and religious education. In addition, RMD teamed up with the Medical Department to offer anger/stress management classes.

Conducted seminars on Building Healthier Marriages (BHM). The program is based on the popular Prevention Relationship Enhancement Program (PREP). BHM is research-based and provides tools for handling conflicts and disagreements so that couples stay together and happy using positive communication skills.

Provided a return and reunion program for all newly deployed Sailors using three FSC counselors from the West Coast with an attendance of 1,627.

Hosted a "United Through Reading" Program sponsored by Family Literacy Foundation enabling more than 400 Sailors to videotape reading stories to their children back home.

Conducted two community relations' projects in Perth, Australia and two in Hobart, Tasmania. More than 130 ABRAHAM LINCOLN Sailors volunteered their time and talent. These teams of volunteers went to three hospitals, one youth center, and provided assistance in the restoration of a historical cemetery.

Distributed 5,127 pounds of Project Handclasp materials to the following agencies in Dubai and United Arab Emirates: Dubai Center for Special Needs, a school for physically and mentally handicapped children; and United International School, which specialized in training children from poor and single parent homes.

During 2001, Religious Ministries Department processed more than 896 American Red Cross messages. The ship's Navy Marine Corps Relief Society office provided emergency leave assistance for 25 Sailors through \$18,000.00 in travel loans. RMD maintains a library/learning resource center with more than 8,000 educational, leisure, and professional materials. Sailors have access to four stand-alone and three email capable computers. The computers are used for PACE work, games and staying in touch with family and friends. The ship's library provided services for 10,500 Sailors this year.

SAFETY DEPARTMENT

The USS ABRAHAM LINCOLN started 2001 by completing a safe and successful Western Pacific and Arabian Gulf Deployment. During the transit from San Diego to Washington, the Safety Department coordinated the embarkation of two Washington State Troopers to conduct a face-to-face driver's safety training refresher for more than 3,000 Sailors. It was also during this time that the department prepared for the ship's upcoming Planned Incremental Availability (PIA).

Beginning in April, the ABRAHAM LINCOLN found itself in the Controlled Industrialized Area of Puget Sound Naval Shipyard (PSNS). Before entering PIA, the Safety Department worked closely with PSNS Safety to conduct a safety stand-down, including Operational Risk Management (ORM), Personal Protective Equipment (PPE), Energy Control (lockout/tagout), Scaffold Safety, Manlift Safety and Confined Space Safety. The department also fit-tested and trained more than 2,500 personnel in the use of respirators. The positive safety awareness

projected by the department and PSNS Safety resulted in an overall reduction of accidents by 33 percent compared to the last yard period. During the hectic schedule, the department managed to surpass the NAVOSH requirement for Safety Petty Officer qualifications by organizing a special Safety Programs Afloat Course, which resulted in 100 percent Safety Petty Officer qualification. Soon after PIA, the department went through a thorough inspection of all NAVOSH programs by INSURV where they received excellent ratings.

ABRAHAM LINCOLN continued to be proactive in enhancing environmental protection and awareness. In September, eight volunteers participated in a salmon stream restoration project to restore the natural habitat of the small stream that runs along the western and southern boundaries of the Navy's Family Support Center in Marysville, WA. Newly planted vegetation surrounding the stream was suffering from damage by voles and mice that chew on the bark of young samplings, killing them. The crew installed perching poles that will attract hawks and other predators to hunt mice and voles thus creating a more natural ecosystem for the surrounding environment. After the poles were in place, stumps were lowered into a dammed portion of the stream to provide small fish and aquatic animals with hiding places and shade. Due to the high enthusiasm and continued interest of the crew, coupled with highly favorable community support, ABRAHAM LINCOLN will continue to sponsor further community maintenance efforts.

The Safety Department conducted four safety stand-downs geared towards the ship's task at hand. The safety stand-downs included RADCON, HAZMAT, Driving Safety, Hazard Recognition, Off-duty Recreational Safety and Environmental Awareness Protection.

SUPPLY DEPARTMENT

Supply Department had a busy and challenging year. The department ended 2000 with a change of department heads. CDR [REDACTED] relieved CDR [REDACTED], meeting the ship as it prepared for the return transit to CONUS. The Supply Department's performance throughout deployment was superb. Despite events such as the bombing of COLE and increased threat conditions imposing significant logistics challenges, the department provided exemplary support to the ship and air wing team that resulted in outstanding readiness and mission accomplishment. With superb support, the air wing enjoyed mission capable/fully mission capable rating of 86 and 82 percent respectively, well above Pacific Fleet averages.

During a port visit to Perth Australia, the Food Service Divisions (S-2, S-5, and S-11) initiated an innovative partnership with the Rendezvous Hotel in Perth. Mess Specialists from ABRAHAM LINCOLN spent two days working in the hotel restaurants while the ship was anchored off shore. As the ship got underway, two chefs joined the crew for the transit to Hobart, Tasmania and a chance to experience the life of a chef onboard a warship, operating 24 hours a day and preparing nearly 18,000 meals daily. The chefs were duly impressed and ended their visit with an Australian fare five-course meal in the Commanding Officer's Mess. Participants enjoyed crocodile, emu and kangaroo cooked to perfection and served with an Australian flair.

Supply Department then enjoyed a second liberty port in Hobart, Tasmania. During the visit, the ship hosted nearly 400 Hobart area civic and military dignitaries to a reception in hangar bay 2.

After returning to CONUS and enjoying a stand down, the ship got underway for a Carrier Qualification period and port visit to Victoria, B.C. On the return transit to Everett, the ship conducted a Family Day Cruise, hosting nearly 1,800 family and friends with a continental breakfast and picnic lunch in the hangar bay, an air power demonstration, movies, games and other entertainment throughout the seven-hour transit to Everett.

ABRAHAM LINCOLN began a six-month Planned Incremental Availability (PIA) at Puget Sound Naval Shipyard in April. Availabilities are always challenging, but the department maintained focus on its core business in preparation for what promised to be a short and arduous work-up cycle in preparation for deployment. The Food Service Divisions worked tirelessly to significantly improve the material condition of service spaces while simultaneously providing outstanding levels of support to the crew from temporary facilities on the barge. An Enhanced Quality of Life (EQOL) project installed new galley equipment; the crew rehabilitated all provisions storerooms and supervised \$300,000 in upgrades to two crew messing areas. The Sales and Services Division completed a \$250,000 renovation to ship's store number 1 (Lincoln Mall). Aviation Stores Division conducted a reconciliation of all repairable assets, resolving more than \$32 million in discrepancies and ensuring 100 percent accountability of assets. Over a period of six-months, Material Division offloaded 5,200 line items and unloaded more than 20,000 line items. All Readiness Divisions were heavily involved in the implementation of a new Aviation Consolidated Allowance List (AVCAL) in preparation for the first deployment of the F/A-18E aircraft. PIA finished in October, and the department considered itself to be well prepared for the challenges it faced.

The hard work and focus of the department began to pay dividends immediately following PIA. The Food Service Division was nominated as a finalist for the Captain Edward F. Ney Award for Food Service Excellence, but would have to wait until after the first of the year to find out if they had won. The ship's performance during a Board of Inspection and Survey (INSURV) visit was superb, and Supply Department played a key role in the success of that visit by ensuring all departments had the resources and materials necessary for success. The department demonstrated exemplary performance during a 3M Assessment, the first one conducted on a carrier following re-implementation of the program. Receiving a score of 95 percent, the department's close attention to PMS performance and accomplishment paid off. One year of preparations culminated in December with the Afloat Supply Management Assistance Team visit (ASMAT), where the Type Commander found the department to be the best in the Pacific Fleet. Never before had a carrier conducted so many inventories with 100 percent accuracy. From services to readiness, across the board, material condition, inventory management and services provided to the crew were graded as nothing less than outstanding.

TRAINING DEPARTMENT

In the year 2001, many elements were upgraded and revised in the Training Department. A major renovation of the ship's largest classroom was completed. This upgrade included new furniture, all new electronics, a major Power Point upgrade, new paint, new design and all new décor. This environment for training has made it a pleasant place for new arrivals to attend indoctrination training as well as all the command briefs. In 2001, nine Senior and 13 Junior Indoctrination classes were held for a total of 1,033 new crewmembers reporting aboard ABRAHAM LINCOLN. The department incorporated several basic DC initial qualification and requalification classes into our monthly schedule, which has enabled the department to qualify an additional 100 senior and 200 junior personnel in Basic Damage Control. College courses, both through computer-based curriculum and by professors from Central Texas College, were also provided.

The Reserve Augmentation Program provided much needed support for many departments aboard the ship. Training Department was actively involved in the augmentation process, gainfully employing more than 100 Reservists from various reserve units throughout the country. The department was recognized by Deputy Commander Naval Air Force, U.S. Pacific Fleet, for

expert logistic and communication support for our embarked reserve staff, both officer and enlisted.

During WESTPAC 2000 - 2001, Training was the command expert in the movement of personnel throughout the world. More than 600 personnel were smoothly transported back and forth from the ship to points throughout the US, Asia, Europe, the Middle East, and Australia. Training Department kept track of all PCS/emergency leave/beach detachment TAD personnel off the ship during deployment ensuring everyone was taken care of and accounted for.

With a Temporary Additional Duty (TADTAR) budget of more than \$700,000, Training Department sent more than 620 personnel to 50 different schools throughout the country, thereby enabling each of the 17 departments onboard the ship to properly train and maintain Inter-Deployment Training requirements, with the culmination of an extended WESTPAC 2000/2001 deployment.

WEAPONS DEPARTMENT

During the year 2001, the Weapons Department of the USS ABRAHAM LINCOLN accomplished much during our return from deployment, PIA and work up cycles. The hard work during PIA paid off during INSURV and the initial work up cycles. In January, Weapons Department conducted a Missile Pre-sentencing Inspection (MPI) and major weapons off-load after our port visits in Perth, Australia, and Hobart, Tasmania. These were accomplished at the tail end of the Arabian Gulf Deployment.

Weapons Department successfully completed the following inspections with outstanding results: System Operability Test (SOT) III Elevator Assessment, Post Deployment Elevator Assessment, INSURV, 3M Assessment, and Magazine Sprinkler Certification. A Ship's Installation Alteration Team (SIAT) evaluation was also done at the completion of the F/A-18E/F countermeasure modification. In October, the ship left the shipyard for sea trials, and carrier qualifications. This involved combining Air Department and Weapons Department personnel and equipment in flight deck operations and firefighting skills. During the November and December underway periods, the department successfully completed the Command Assessment Readiness Training (CART I/II, III and FEP) and the Tailored Ships Training Assessment (TSTA).

The events of September 11th launched the Weapons Department to provide extensive force protection for the ship. The rotation was extremely arduous and spread each division very thin. After the attack on the USS COLE, G-2 division had qualified numerous personnel in the department on various weapons. These events laid the foundation that allowed Weapons to easily transition to guard against this terrorist threat at home while continuing to operate at a high level of intensity.

Upon the arrival in Bremerton, LCDR [REDACTED] took over as the new Ordnance Handling Officer (OHO), relieving LCDR [REDACTED]. Also, CWO4 [REDACTED] arrived as the new ship's gunner. The department made a few CPOs this year as well: AOC (AW/SW) [REDACTED] from G-4, AOC (AW/SW) [REDACTED] from G-1, AOC (AW/SW) [REDACTED] and AOC (AW) [REDACTED] from G-5, AOC (AW) [REDACTED] from G-3 and MAC (SW/AW) [REDACTED] from Security. AO1 (AW) [REDACTED] was also recognized for his outstanding performance by being nominated for the prestigious John W. Finn Aviation Ordnanceman of the Year Award.

Highlights of the work accomplished during the last year are as follows:

Provided management and oversight during the completion of the F/A-18E/F Air Expendable Electronic Countermeasure ship alteration 8862, valued over \$6 million dollars.

Modification of 03 level spaces from frame 59-74, developing four additional spaces to accommodate countermeasures stowage, ready service, breakout and preparation. ABRAHAM LINCOLN is the first CVN to have this alteration accomplished.

Rehabbed 151 spaces, 36 ready service ammunition lockers, 10 ordnance jettison ramps and 1,100 individual items of Armament Weapons Support Equipment (AWSE) during the Planned Incremental Availability (PIA) 2001.

Refurbished 10 .50 caliber machine gun mounts and two 40MM saluting batteries.

Provided oversight during the accomplishment of .50 caliber cease-fire circuit ship alteration 8715.

Conducted preliminary inspection and repair of four new sprinkler systems installed in conjunction with ship alteration 8862. Department magazine sprinkler inspectors provided PSNS contractors with expertise during the installation and performed the final QA upon completion. Also, accomplished the installation, repair and testing of more than 6000 heat sensing test fittings that significantly decreased the amount of time required to conduct system tests.

Training accomplishments included the qualification of more than 400 personnel in the safe operation of 9MM, M14, 12ga, M60 and .50 caliber machine gun in support of Force Protection. Qualified 121 personnel in weapons assembly classes and Air Launched Weapons courses at NAS Whidbey Island.

Provided management and oversight during ship alteration 8580, conversion of the ship's armory valued in excess of \$700,000.

Ship's Lagging Team, consisting entirely of G-3 personnel, completed more than 156 ships force lagging work packages in support of PIA 01 six weeks ahead of schedule.

Overhauled 26 elevator door/hatch operating cylinders. Saved the Navy over \$40,000 in new material procurement costs by replacing the rods/seals instead of the complete cylinder assembly. Repaired 340 material discrepancies throughout all magazines. G-4 Division rehabbed nine weapons elevator trunks, nine machinery rooms and completed and signed off 1,572 jobs in the CSMP. Also rehabbed 20 type EE electric fork trucks and 10 bomb hoists at CNAP Hoist Maintenance Facility, San Diego, CA.

Saved the department and the command in excess of \$100,000 in new material acquisition costs through the skillful use of DRMO. Condition code alpha items, such as boots, flight deck clothing, elevator electrical circuit cards/contacts, SSDF gear, and magazine sprinkler test-t fittings were located and procured, at no cost to the command.

Provided management oversight during the accomplishment of four major ship alterations: 7830D Weapons Elevator (DART) upgrade, 8168D EE battery charger replacement, 8154D Hydraulic Power Unit (HPU) recirculation system upgrade, and 8580 conversion of the ship's armory, with a value of over \$3 million dollars. All four alterations significantly enhanced the war-fighting capabilities of USS ABRAHAM LINCOLN. During the accomplishment of ship alteration 8168, the department identified internal electrical problems with 12 Government Furnished

Equipment (GFE) type EE battery chargers and resulted in removal and replacement of the defective components. This ultimately led to the fleet being made aware of the problem and corrective measures will be taken on subsequent carrier PIAs.

Security Division provided force protection and internal physical security of the ship. This included brow and military working dog (MWD) inspections and security for more than 170 special evolutions and command functions. Upon the deactivation of the embarked Marine Detachment, Security Division assumed all operational force protection functions, which included the training of the Ship's Self Defense Force (SSDF) and an armed response force of 289 personnel providing security to the ship and its crew. Additionally, the Security Division is responsible for maintaining 100 percent anti-terrorism Level 1 training for all personnel attached to ship's company, embarked staff and air wing. Security administered the command urinalysis program with more than 8,580 samples drawn and packaged for testing with a 95.5 percent discrepancy free record; registered personal property belonging to crew members; welcomed and processed ship's visitors and contractors; administered the command Crime Prevention Program; provided departmental training, including the shipboard Police Academy developed to train rotating TAD security personnel. Security Division processed 768 incident complaint reports, performed 696 lock cuts for crewmembers, and managed 385 restricted personnel. Also conducted were five Phase 1 and Phase 2 police academies, lasting 56 hours, each qualifying 47 patrol personnel.

The LINCOLN Afloat Brig Facility safely operated the ship's brig in accordance with current instructions. The staff also provided prisoner escorts to and from courts-martial and prisoner appointments, coordinated confinement processing of 10 courts-martial prisoners, and 22 bread and water prisoners.

The Weapons Department faced many challenges during the past year. The professionalism and dedication displayed up and down the chain of command made possible the successes of the past year.