DEPARTMENT OF THE NAVY
USS ABRAHAM LINCOLN (CVN 72)
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From: Commanding Officer, USS ABRAHAM LINCOLN (CVN 72)
To: Naval Historical Center, 805 Kidder Breese Street SE, Washington, DC 20374-5060

Subj: COMMAND HISTORY FOR CALENDAR YEAR 2002

Ref: (a) OPNAVINST 5750.12.E

Encl: (1) Command History for 2002
(2) Biography of CAPT Dupouy, Commanding Officer
(3) Biography of CAPT Card, Commanding Officer
(4) Change of Command Program
(5) Welcome Aboard Booklet

1. Per reference (a), enclosures (1) through (5) are forwarded.

R. HORTON
By direction

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USS ABRAHAM LINCOLN (CVN 72)

COMMAND HISTORY 2002

Enclosure (1)

2002

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 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 2002, Captain Douglas K. Dupouy served as the Commanding Officer until relieved by Captain Kendall L. Card on 05 November 2002. Captain Kevin E. O'Flaherty served as the Executive Officer. CMDMC(SW) John O'Banion served as Command Master Chief. The ship's chain of command as of 31 December 2002 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
COMPACFLT	ADM Thomas Fargo
COMNAVAIRPAC	VADM John B. Nathman
COMCRUDESGRU THREE	RADM John Kelly

Department Heads serving on board ABRAHAM LINCOLN as of 31 December 2002 were:

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

2. Chronological Listing of Significant Events

01/01-01/14	INPORT EVERETT, WA
01/14-02/07	COMPTUEX
02/07-02/11	INPORT NORTH ISLAND, CA
02/11-02/14	NPMTT DRILLS, AT SEA
02/14-03/18	INPORT EVERETT, WA
03/18-03/21	NPMTT DRILLS, AT SEA
03/21-04/14	INPORT EVERETT, WA
04/14-04/17	CQ
04/17-04/22	EN ROUTE ALASKA
04/22-04/27	NORTHERN EDGE
04/27-05/05	EN ROUTE NORTH ISLAND, CA
05/05-05/14	JTFEX
05/14-05/15	INPORT NORTH ISLAND, CA
05/15-05/22	ORSE, AT SEA
05/22-07/20	INPORT EVERETT, WA
07/20-07/22	EN ROUTE, NORTH ISLAND, CA
07/22-07/24	INPORT NORTH ISLAND, CA
07/24-07/26	CQ
07/26-08/01	EN ROUTE PEARL HARBOR, HI
08/01-08/03	INPORT PEARL HARBOR, HI
08/03-08/16	EN ROUTE SASEBO, JAPAN
08/16-08/19	INPORT SASEBO, JAPAN
08/19-08/23	EN ROUTE HONG KONG, CHINA
08/23-08/27	INPORT HONG KONG, CHINA
08/27-08/31	EN ROUTE SINGAPORE
08/31-09/05	INPORT SINGAPORE
09/05-09/11	TRANSIT INDIAN OCEAN
09/11-08/21	OEF, NORTH ARABIAN SEA
08/21-08/25	EN ROUTE BAHRAIN
08/25-08/28	INPORT BAHRAIN
08/28-12/06	OSW, ARABIAN GULF
11/05	CHANGE OF COMMAND AT SEA, ARABIAN GULF
12/06-12/10	INPORT BAHRAIN
12/10-12/22	EN ROUTE PERTH, AUSTRALIA
12/22-12/28	INPORT PERTH, AUSTRALIA
12/28-12/31	EN ROUTE PEARL HARBOR, HI
12/31	BEGIN RETURN TO C5F AOR

3. Narrative

The following accomplishments highlight ABRAHAM LINCOLN's performance in CY 2002:

The ship's departments provided support in following ways:

ADMINISTRATION DEPARTMENT

Retention. ABRAHAM LINCOLN's Command Retention Team, led 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. ABRAHAM LINCOLN's Educational Services Office was extremely busy in 2002, offering many educational opportunities to the crew. 1184 Sailors participated in the Program Afloat for College Education program (PACE), an increase for more than 200percent over previous year, 317 sailors took the ASSET test, 78 Sailors took the SAT/ACT exams as a prerequisite for advanced education and 121 CLEP exams were given to Sailors aggressively pursuing a college degree. ABRAHAM LINCOLN's advancement statistics represented a 5percent increase from 2001. Two thousand, one hundred and fifty-four advancement exams were administered during the year and more than 663 Sailors were promoted to the next higher paygrade. ABRAHAM LINCOLN'S ESO prepared, administered and accounted for each exam and worksheet with a remarkable error rate of less then 1percent.

Recognition. Awarding ABRAHAM LINCOLN Sailors was a priority in 2002. The XO Admin office was responsible for the processing of 1,600 awards for presentation to the crew. 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 2002 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

Air Officer

01 Jan – 19 Jul CAPT [redacted]
20 Jul – 31 Dec CAPT (sel) [redacted]

Assistant Air Officer

01 Jan – 19 Jul CAPT (sel) [redacted]
19 Jul – 31 Dec CDR [redacted]

The Air Department continues to be the finest in the fleet, with the hardworking Aviation Boatswain's Mates leading the charge during long work-up periods and to support Operation Enduring Freedom and Southern Watch. This year each division achieved outstanding accomplishments in flight operations and maintenance.

V-1 and V-3 divisions conducted 30,857 aircraft moves on the flight and hangar decks and executed more than 1,926 elevator moves. The award-winning Crash and Salvage team responded to 132 actual emergencies this year, with no personnel injuries.

V-2 Division maintained an astounding 98 percent equipment availability rate during the ship's deployment work-up period and an Arabian Gulf and Western Pacific deployment. The ship safely completed 12,130 aircraft launches and recoveries in support of the Tailored Ship's Training Assessment (TSTA) I/II/III, Fleet Evaluation Period (FEP), COMPTUEX, Exercise NORTHERN EDGE, Joint Training Fleet Exercise (JTFEX), and Operations SOUTHERN WATCH and ENDURING FREEDOM.

V-4 division expeditiously handled more than 14,153 mishap-free aircraft refueling evolutions resulting in the safe, efficient delivery of 17,007,692 gallons of aviation fuel. Additionally, they received 15,158,646 gallons of aviation fuel during 17 underway replenishments and two Fueling At Sea (FAS) evolutions with USS Paul Hamilton.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

Calendar year 2002 was marked with tremendous success for USS ABRAHAM LINCOLN's Aircraft Intermediate Maintenance Department (AIMD). The year began while on COMPTUEX, where AIMD provided support for 70 aircraft in nine squadrons maintaining and flying the nine type/model/series aircraft of Carrier Air Wing FOURTEEN (CVW-14) and the ships and aircraft of ABRAHAM LINCOLN Battle Group.

The department excelled during the 2002 Aviation Maintenance Evaluation conducted by CNAP in which 42 of 43 maintenance programs were identified on-track. This outcome reflected outstanding management of the processes and programs support critical to Naval Aviation Maintenance.

In July 2002, the department transitioned from inter-deployment training to support deployed operations. Highly trained technicians continued to operate test benches that had been groomed and tweaked. This highly skilled and efficient department processed 12,880 repairable aircraft parts in three months and achieved a 71.5 percent repair rate, providing much needed parts resulting in the accomplishment of 10,197 sorties attaining 31,610 flight hours and enabling a sortie completion rate of 96.1 percent

One key element in the battle group's success was the Battle Force Intermediate Maintenance Activity (BFIMA) and AIMD's action as the coordinator. AIMD coordinated more than 550 support actions; expending 16,000 man-hours in support of 18 aviation units.

AIMD's administration division, processed over 8,000 pieces of correspondence in support of 402 personnel. Production Control provided the direction for 67 work centers, establishing new levels of accomplishment while maintaining a ready for issue rate of 71.4 percent.

AIMD's General Maintenance Division, comprised of 73 personnel, completed the first fleet installation of the new Jet Engine Test Instrumentation (JETI) Test Cell. ABRAHAM LINCOLN Sailors worked hand-in-hand with contractor and Naval Air Systems Command representatives to complete the technical and operational evaluation of the new test cell. ABRAHAM LINCOLN became the first carrier certified to operate the F/A-18E/F Super Hornet's F414-GE-400 engine utilizing the newest test cell in the fleet.
The division issued 41 engines during the year, repairing 21 engines utilizing the JETI test cell.

AIMD Avionics and Armament Division, the largest division in the department with 193 personnel in 15 shops comprised of 37 work centers provided electrical, electronic and armament support to CVW-14 and the ABRAHAM LINCOLN Battle Group.

AIMD Support Equipment Division having 52 personnel maintained over 1140 items of support equipment and achieved a readiness rate of 98.8 percent, the highest in recent history. There superb efforts supported the high pace of flight deck operations was well as in-depth aircraft maintenance, ensuring zero sorties missed due to support equipment non-availability.

The high level of management and leadership capability illustrated by the above information are illustrated by the selection of the Aircraft Intermediate Maintenance Officer, CDR [redacted] as the Navy and Marine Corps Association Leadership, a selection made by her peers for outstanding ship-wide leadership. Also the selection of AM1(AW/SW) [redacted] as the USS ABRAHAM LINCOLN Sailor of the Year for 2002. These accomplishments reflect the Standard of Excellence that the entire department is noted for.

COMBAT SYSTEMS DEPARTMENT

Combat Systems Information Systems is at the forefront of Command, Control, Communications, Computers, and Intelligence support to the war fighter. Throughout the Inter Deployment Training Cycle (IDTC) and Arabian Gulf deployment Information Systems has excelled in all areas, delivering consistently high levels of Automated Information Systems and communications support to a myriad of tactical users.

Combat Systems Maintenance Branch provided maintenance, troubleshooting, and repair of various Communications, Radar, Navigation, Data Systems, ACLS, Ship's Self-Defense Weapons, Tactical Data Links and Display/Decision systems, ensuring availability of tactical information and self-defense capability for ship's company, embarked Staffs, and Air wing. Aggressive, forward-leaning maintenance philosophy, which included in excess of 11,000 PMS checks (23,500 man hours with a RAR of 97.4 percent) allowed ABRAHAM LINCOLN to deploy CASREP Free, and efficient use of time and resources resulted in timely voyage repairs to critical systems.

Specific accomplishments include:

a. Combat Systems Telecommunications (CS-1) Division:

1) Implemented Fleet Secure Internet Protocol Routing Network (SIPRNET) Messaging, the wave of the future in message handling and delivery.

2) First Third Fleet carrier to activate dual-channel Super High Frequency (SHF) on the Defense Satellite Communication System (DSCS). Efforts ensured reliable tactical communications connectivity during Northern Edge-02 off the coast of Alaska, when commercial Wideband Satellite Program (CWSP) SHF systems were unable to provide tactical coverage due to footprint constraints.

3) Provided the Radio Frequency link for Video Tele-training (VTT). System was used as a Quality of Life (QOL) Video Tele-conferencing (VTC) with family members ashore. Activated using CWSP at 128Kbps and interfacing with shore facilities to bring more than 800 family members out to sea so that fathers could see their sons and daughters for the first time, re-enlistments, and many other quality of life events.

4) Communications cutovers to the Seventh and Fifth Fleet OPCON were performed flawlessly. Communicators were lauded by COMUSNAVCENT and NCTS Bahrain as "setting the standard" in communications shifts in the AOR.

5) Through intense hands-on leadership and training, the communications Division were achieved a 98.6 percent of Immediate Superior in Command graded comprehensive Communications Assessment. Additionally, the Telecommunications Division was the first to attain M-1 in training readiness and has maintained an M-1 throughout the year.

6) The Automated Digital Multiplexing System (ADMS) has a Quad Synchronous Processor (QSP-12) card upgrade. This upgrade enables activation of individual circuits at rates of 512Kbps by providing required clocking.

7) First ship in the Navy to activate Commercial Wideband Satellite Program (CWSP) at E-1 (2.048Mbps) due to DSCS casualty. Initially scheduled to activate in December 02 to support the Naval Fires Network (NFN) architecture.

b. Automated Information Systems (CS-3) Division:

1) Technicians developed the technical specifications for the integration of Navy and Marine Corps Internet (NMCI) computers into Fleet IT-21 Local Area Networks (LAN). Technical documentation was forwarded to NMCI contractors for Fleet wide implementation. ABRAHAM LINCOLN was the first carrier to successfully integrate NMCI architecture, migrating over 340 computers to the shipboard network. Efforts saved the navy over $20,000 in contractor costs.

2) First carrier to deploy with fully integrated Navy Standard Integrated Personnel System (NSIPS). Technicians installed and developed employment procedures to fully integrate embarked staffs, 9 embarked squadrons, and LINCOLN. System processes through replication, personnel and pay data records for over 5500 personnel.

3) Developed and implemented a Micro Computer Repair and Assistance Team (MAST) that handled more than 3,300 trouble reports, 1,100 software upgrades and integrated more than 700 computers.

4) Upgraded entire network to Gigabyte Ether, increasing LAN backbone throughput from 622Mbps to 1,000Mbps. Additionally, software upgraded to version 4.1.4.105b on all switches.

5) Processed over 3,500,000 incoming E-mails.

6) Upgraded Naval Tactical Command Support System (NTCSS) to Birch Plus in May 2002. Upgrade provided numerous Functional Area Supervisor process enhancements.

7) ISNS LAN software was upgraded to version 4.1.1.2 on all servers and 1000 workstations.

8) Two PKI Local Registration Authority (LRA) workstations were installed in JULY 2002 to support Public Key Infrastructure (PKI) certifications ship wide. Over 350 shipboard personnel are PKI certified on the Unclassified LAN.

c. Tactical Automated Information Systems (CS-8) Division:

1) Tactical Automated Mission Planning System (TAMPS) software suite was upgraded to version 6.2.1. Network was completely upgraded from Asynchronous Transfer Mode (ATM) to Ethernet and Desktop computers were refreshed.

2) Naval Portable Flight Planning Software (NPFPS) software suite was upgraded to version 3.1.2. Due to large quantities of data required to support NPFPS data information store was moved to Strike Fighter on Line Servers. At some point NPFPS will need to an upgrade to provide it own data information store servers, Lincoln's current server configuration will not support the over 100 Gigabyte data storage requirement imposed by NPFPS.

3) TOPSCENE 4000 and 400 software suites upgraded to versions 6.5, Real time software version 3.0b BETA 722, and Silicon Graphics version 6.5.4. Data storage was upgraded to 400 Gigabytes.

4) Theater Battle Management Core System (TBMCS) software suite was upgraded to version 1.0.2. ABETAP and ABEAODB TBMCS servers were upgraded to computer model HP3600.

5) Global Command and Control System- Maritime (GCCS-M) General Service (GENSER) software suite was upgraded to version 3.1.2.1. Segmented Compartmental Information (SCI) GCCS-M JOTS terminals 1, 2, 14, 18 and 19 and GENSER GCCS-M JOTS terminals 1, 2, 3, 4, 12, 14, 19, and 21 were upgraded to computer model HP3600.

6) Segmented Compartmented Information (SCI) Precision Targeting Workstation (PTW) was upgraded to SCI PTW version 3.2.

7) General Service (GENSER) Precision Targeting Workstation (PTW) was upgraded to GENSER PTW version 4.0.1(p5).

8) Tomahawk Planning System Afloat (TPSA) was upgraded to version 4.1.2.

9) Mission Distribution System (MDS) was upgraded to version 3.6a.

10) Digital Imagery Workstation Suite Afloat (DIWSA) was upgraded to version 3.2.2d.

11) OL-530 equipment received upgrades to existing patch panels and switches that incorporated the ability for JOTS 2 to assume primary JOTS 1 functions.

12) Strike Fighter on-line Training Server (SFTS) installed in March 2002 provides extensive WEB based Strike Fighter Training to pilots onboard. System has a 200 Gigabyte storage capacity that periodically replicates to shore versions of the SFTS. System allows pilots to continue online training regardless of location.

13) Combat Survivor Evader Locator (CSEL) was installed in May 2002. LINCOLN was the initial test platform to test the systems capabilities at sea. System is used to GPS pinpoint downed pilots. System was removed upon completion of testing during Northern Edge-02 and JTFEX-02.

14) Coalition Wide Area Network "A" (COWAN-A) was installed in May 2002. System is comprised of 2 NT servers, 6 Laptop computers, a CISCO 2000 series router, a 24 port ALCATEL switch and KG-175 TACLANE. A total of 11 drops were run throughout the ship to

support coalition network connectivity ISO deployment. Additionally, coalition collaboration at Sea (CAS) website is hosted onboard and replicated ashore. The system is attached to the 10Base2 Automated Digital Network System (ADNS) topology for connectivity off ship.

15) Linked Operations/Intelligence Centers Europe (LOCE) was installed in September 2002. System is comprised of two NT workstations, two CISCO IP Phones, a CISCO 2000 series router, a 4-port switch, and KG-175 TACLANE. A total of two drops were run to support coalition liaison Officers while deployed. The system is attached to the 10Base2 Automated Digital Network System (ADNS) topology for connectivity off ship.

16) NIMA Product Server (NPS) was upgraded to version 2.2, along with processor and hard drive upgrades to 160 gigabytes.

17) NITES 2000 received hardware and software upgrades, 2 additional servers, one NITES II workstation, 3 NITES I workstations, 1 unclassified NITES I workstation, and one Omni stack 24 port Ethernet switch.

18) Tactical Exploitation System-Navy (TES-N) or Naval Fires Network (NFN) demonstrator was installed in June 2002. System consists of 9 GENSER servers, 9 GENSER workstations, 2 SCI servers, and 3 SCI workstations. System operates on an internal ATM network that connects to SIPRNET for off ship connectivity through ADNS. Operating systems include Solaris 2.5.1, Solaris 2.6, Solaris 2.7, Solaris 8, DEC Unix, IRIX, Windows 2000, and Windows NT 4.0. The system has a 568-gigabyte storage capacity. This is the one stop shopping software package for intelligence information processing. Future connections to JSIPS-N, PTW, SIPRNET, SCINET, and CDL-N.

d. Information Systems Security (CS-10) Division:

1) Researched, tested and deployed central Intrusion Detection Systems (IDS) that logged server and 7 IDS sensors. Technicians built this system using onboard resources and vastly improved overall network Intrusion detection.

2) Developed an Access Control List (ACL) for Non Secure Internet Protocol Routing Network (NIPRNET) proxy server and effectively blocked more than 1,500 unauthorized websites.

3) Researched and published an Information Systems Security Weekly, improving overall command awareness on Operational Security, Information Security, and Computer security.

e. External Communications Maintenance (CS-2) Division:

1) Completed voyage repairs to AN/WSC-6(V) main receive and test receive cables. Troubleshot and identified two damaged heliax cables (main receive and test receive) in the AN/WSC-6(V) SHF system. Corrected RF interference problems and restored SHF capabilities.

2) Repaired damage from a cable fire in the AN/SRC-47 causing extensive damage throughout the Flight Deck Communications System. To date have troubleshot and repaired 9 of 21 faulty circuit cards in 18 C-10907 Base stations and have restored full functionality to entire AN/SRC-47. Awaiting parts necessary to repair remaining 12 circuit cards that will restore 100percent operation to system.

3) Developed a method to configure the Flight Deck Crash alarm from the 5MC to broadcast through the AN/SRC-47 Flight Deck Communications System, increasing the safety of personnel working on the flight deck.

4) Replaced two 15 foot HF transmit 7-30 Mhz antenna's with new antenna's ensuring broad band HF communications would be at optimal operation during deployment 2002.

5) Isolated and replaced a faulty TWT Final Amplifier Assembly and damaged wave guide section in AN/USC-38 EHF Terminal #1. Ensured full EHF capabilities were available for deployed staff use during deployment 2002.

6) Installed Dual-Net Multi-Frequency Link (DNMFL) and troubleshot several cable faults providing dual net link capabilities for battle group use during deployment 2002.

7) Troubleshot and repaired HF Narrow Band Transmitters (replaced faulty control cards) that ensured full spectrum of frequencies were available to use for HF LINK circuits during deployment 2002.

8) Conducted complete UHF suite alignment (over 40 transceivers), verified all RF cables and replaced four OE-82 preamps to provide optimum UHF LOS and SATCOM capabilities throughout deploymeny 2002.

9) Provided assistance in the installation and removal of the INMARSAT antenna in support of embarked media personnel (CNN).

f. Combat Systems Internal Communications (CS-5) Division:

1) Troubleshot and repaired a long-standing Satellite Television (TV-DTS) ensuring availability by close coordination with the ISEA, obtained and installed upgraded Low noise amplifiers.

2) Aggressively pursued training to support maintenance for newly installed TFCC (Tactical Flag Command Center) Video Wall, ensuring 100 percent availability for embarked Commander and Staff.

3) Provided excellent telephone support and connectivity for ship's company and embarked Air wing through advanced training exercises and Arabian Gulf deployment.

4) Developed capability to utilize onboard VTC (Video Teleconference) capability for hundreds of battle Group Sailors, to interview their families in real-time, enhancing Quality of Life.

5) Troubleshot and repaired the ship's interior radio station broadcasting equipment.

g. Combat Systems Radar/Navigation (CS-6) Division:

1) Upgraded the AN/SPS-64 to the AN/SPS-73 Surface Search Radar and two SAOP consoles, greatly enhancing navigation and collision avoidance capability, and corrected casualty to SPS-73 following card cage fire with no outside technical assistance.

2) Installed more that 1500 feet of cable for the WESMAR Swimmer Defense System, providing enhanced anti-swimmer capability in support of Force Protection initiatives.

3) Corrected 8 SPS-49 casualties, including replacement of the IFF antenna and main reflector, ensuring reliable 2-D Air Search Radar capability.

4) Corrected 14 SPN-41, SPN-43, and SPN-46 casualties, ensuring reliable and safe operating environment for embarked Air wing aircraft.

5) Impeccably maintained GPETE items: maintained an overall in-calibration rate of 97 percent for a total inventory of 661 individual test equipment items.

h. Combat Systems Weapons Systems (CS-7) Division:

1) Conducted two NATO Sea Sparrow Missile System Live-Fire Exercises, excellent planning and rehearsal resulted in effective and safely executed missile firings.

2) Conducted 7 CIWS PACFIRES and 1 Towed Drone Unit (TDU) shoot safely and efficiently, ensuring 100 percent operability while completing Advanced training exercises and while deployed.

3) Completed NSSMS certification 3 months ahead of schedule.

4) Provided CIWS and NSSMS Technical Assistance to Battle Group units, including USS Reuben James, USS Paul Hamilton, USS Camden.

5) Troubleshot and installed a TAS Rotary Coupler.

6) 2M Repaired 114 Jobs saving $210,000 OPTAR dollars and averting 5 CASREPS.

7) Uploaded approximately 21,000 of 20 mm CIWS ammunition and 24 RIM-7 NATO Seasparrow missiles in preparation of pending training cycle and deployment.

4. CASREP tally:

a. CASREPs for technical assistance	14
b. CASREPs for parts	40+
c. Total CASREPs	54

5. Combat Systems Department continued to support the test and evaluation of new technologies. ALBG was the first battle group to deploy with the new Man Overboard indicator (MOBI) system. Combat Systems Department achieved 100percent ORM qualification. Excellent support of all Combat Systems directly contributed to ABRAHAM LINCOLN's superb performance in COMPTUEX, JTFEX, Exercise NORTHERN EDGE, and continued success while deployed in support of OPERATION ENDURING FREDOM and OPERATION SOUTHERN WATCH.

6. Personnel information:

a. Enlisted advancements - 67
b. Non-Judicial Punishments appearances - 2

c. ESWS qualifications - 86
d. EAWS qualifications - 31
e. Command Advancements awarded - 2
f. Seaman-To-Admiral selections - 2
g. Sailors-of-the-Year selections - 1
h. Junior-Sailor-of-the-Quarter selections - 2
i. Officer promotions - 4

DECK DEPARTMENT

Deck Department consists of three divisions under the leadership of the First Lieutenant, CDR [redacted]. His primary assistants are the Assistant First Lieutenant, LTJG [redacted]; Ship's Boatswain, ENS [redacted]; and departmental Leading Chief Petty Officer BMC (SW) [redacted] There are 122 personnel assigned, responsible for the upkeep and maintenance of the ship's sides and over 100 spaces. The department also maintains and operates 8 underway replenishment stations, 4 ship's boats, numerous capstans and winches, the Boat and Airplane Crane, and two anchor systems.

Third Division's crane maintenance team worked closely with PSNS workers to repair and groom the ship's B & A Crane prior to deployment. These efforts and the division's excellent maintenance practices provided the USS ABRAHAM LINCOLN with a key piece of equipment that proved invaluable during an extended stay at anchor to prepare the ship to return to C5F. The crane control cable broke at a connection point inside the cableway sheath. The crane technicians did a superb job of trouble shooting and restoring the crane to full use in four hours. The crane loaded stores, parts, mail, flight deck contractor equipment and material and air wing maintenance support equipment while in Perth, Australia. Over 200 commercial connex boxes full of these materials was loaded aboard and was key to the ship's successful maintenance period in which selected areas of the flight deck was resurfaced. The crane crew worked 13 of the 14 days while in port contributing to the ship's combat readiness. The crane remains fully operational and in the highest state of readiness.

Deck Department conducted over 30 at sea replenishments transferring over 6000 pallets of stores and ammunition and 50 million gallons of jet fuel in support of Operation Southern Watch and Operation Enduring Freedom. Deck Department anchored 9 times during the year 2002. All these operations were completed without personal injury or serious damage to equipment while maintaining the highest state of readiness.
Deck also assisted Reactor and Engineering Departments as well as BGIMA fly away teams in making repairs to pumps, motors and compressors by providing expert rigging support services. The department has had an excellent year earning Deck Battle E. 24 people have earned Enlisted Warfare pins and four officers have earned Underway OOD Qualifications. A total of 32 Sailors were advanced during the year! All equipment is at peak material condition of readiness as we continue to fight the war on terrorism.

DENTAL DEPARTMENT

1. USS ABRAHAM LINCOLN is currently forward deployed on a very successful Western Pacific Deployment. The Dental Department onboard has played a significant role in that success. The year ended with a 96.07percent overall dental readiness for the combined 3,100 Ship's company and 1,990 embarked Air Wing personnel. Also achieved was a 36.36 percent dental health index for CVW-14 and 39.71 percent dental health index for USS ABRAHAM LINCOLN. These figures represent an 11 percent increase in dental readiness and a 3.15 percent increase in

dental health for the embarked air wing and the highest overall dental health of any carrier in the Pacific Fleet.

2. During 2002, there were 14,875 patient visits to the Dental Department. These visits encompassed the full gamut of dental services. Treatment included 3,705 dental cleanings, 2,366 fillings, 108 root canals, 1,626 extracted teeth and the fabrication and delivery of 124 crowns. The value of these services and others totaled in excess of $3,030,282 and were essential to maintaining the operational readiness of USS ABRAHAM LINCOLN and CVW-14.

3. The Dental Department augmented Medical on watch, quarter, and station bills during all General Quarters and Mass Casualty drills. Dental also supported the Ship's Surgeon during medical emergencies and provided a certified Basic Life Support instructor to teach and certify LINCOLN Sailors in CPR. Dental personnel on the Medical Training Team (MTT) conducted training in CBR Defense, First Aid, and safe transportation of patients.

4. During WESTPAC 2002, the Dental Department made 3 deployments to other ships: the USS MOBILE BAY, the USS SHILOH and the USS FLETCHER. These three deployments allowed 157 patients to receive otherwise unavailable dental services in theater while underway in the Persian Gulf. These were deployments within a deployment and were truly appreciated by the crew and especially by independent duty corpsmen who are faced with dental pain patients that they either can't cure or lack the facilities to treat.

5. As a department, Dental received numerous personnel awards and recognition for outstanding achievements such as warfare qualifications, Sailor of the Quarter selections and a meritorious advancement. Details of these achievements are listed below:

a. Command Advancement Program:

(1) DT3 [redacted]

b. Sailor of the Quarter/Year:

(1) DT3(SW/AW) [redacted] (JSOQ, Fourth Quarter)

(2) DT3 [redacted] (BJOQ, Second Quarter)

c. Enlisted Surface/Aviation Warfare Specialist(s):

(1) DT1(SW/FMF) [redacted] (ESWS)

(2) DT1(SW/AW/FMF) [redacted] (ESWS, EAWS)

(3) DT2(SW/AW) [redacted] (EAWS)

(4) DT3(SW/AW) [redacted] (ESWS, EAWS)

(5) DT3(SW/AW) [redacted] (EAWS)

(6) DT3(SW) [redacted] (ESWS)

(7) DT3(SW) [redacted] (ESWS)

(8) DT3(SW) [redacted] (ESWS)

(9) DT3(SW/AW) [redacted] (ESWS, EAWS)

(10) DT3(SW) [redacted] (ESWS)

(11) DT3(SW/AW) [redacted] (ESWS, EAWS)

(12) AN(AW) [redacted] (EAWS)

ENGINEERING DEPARTMENT

AUXILIARY DIVISION

At the beginning of 2002, the Machinist Mates of Auxiliary Division dedicated themselves to improve upon a strong tradition of exceptional support of ABRAHAM LINCOLN's combat readiness. Throughout the year standards were continually raised through sustained top-quality performance during the initial stages of the inter-deployment training cycle, COMPTUEX, Joint Task Force Exercise, Exercise Northern Edge, and culminated with WESTPAC 2002. Through their hard work and dedication, the 120 officers, chief petty officers, and sailors of Auxiliary Division significantly increased the combat readiness of ABRAHAM LINCOLN to meet or exceed all mission requirements.

Auxiliary Division started off the year in Puget Sound Naval Shipyard building on the technical and teamwork skills of the Engineering and Damage Control Training Teams while maintaining and overhauling equipment through and extensive shipyard and ship's force work package. Numerous members of Auxiliary Division additionally attended important schools, acquiring expertise in laundry, galley maintenance, air compressor maintenance, O2N2 plant operations, pump shaft alignment, air conditioning and refrigeration repair. Once the shipyard period was completed, the majority of the efforts of Auxiliary Division became focused on operational training and maintenance.

Auxiliary Division's Hydraulics workshop, EA01, significantly impacted the combat readiness of ABRAHAM LINCOLN by resetting the speed of travel to normal specifications on all aircraft elevators and calibrating the port and starboard steering rudder position indicators at all control stations - locally, at the trick wheel, auxiliary conning station, and on the bridge. The hydraulics work center additionally spearheaded several equipment overhauls including the number 1 stanchion bank clutch assembly, the linkages for number 4 aircraft elevator platform locks, number 1 aircraft elevator accumulator bank by-pass valve, and number 4b accumulator bank cut-out valve limitorque assembly. These jobs are normally designated for shipyard personnel to complete. Prior to deployment, EA01 also complete an intensive pre-deployment groom of all four aircraft elevators. During WESTPAC 2002, the Hydraulics shop continued an intensive approach to supporting flight operations by repairing all 12 aircraft elevator stanchion banks and the hydraulic power units for the ship's steering system. Their expertise and technical knowledge in hydraulic systems ensured ABRAHAM LINCOLN was able to continue and complete her assigned mission.

The Galley and Laundry Maintenance shop, EA02, also made remarkable contributions to ABRAHAM LINCOLN's readiness especially in the areas of shipboard quality of life and

support. Solid teamwork and close cooperation between Supply Department and Engineering Department's Galley Maintenance shop resulted in ABRAHAM LINCOLN receiving the Navy's coveted Ney Award in 2002. Close cooperation between maintenance and laundry personnel lead to preventive and corrective maintenance actions that included rebuilding both dry cleaning machines by overhauling the auxiliary boiler and float tank, overhauling five laundry presses and overhauling all washing machines and dryers by replacing internal and external doors and steam coils. Similar support with galley equipment included removal and replacement of three scullery machines and garbage grinders, replacement of eight reach-in reefer skids, installation of four new ice machines, and overhauling of the aft thaw box which included replacing the compressor, unit cooler, thermal expansion valve and salt water regulating valve. A direct result of this award winning cooperation and pride in ownership has been maximum equipment readiness and a high level of crew morale experienced during extended operations throughout ABRAHAM LINCOLN's deployment to the Middle East and Western Pacific.

Auxiliary Division's Air Conditioning and Refrigeration shop, EA03, made their mark on ABRAHAM LINCOLN's readiness by performing maintenance that previously was unheard of for a deployed carrier. Prior to entering the extreme environment of the Arabian Gulf EA03 technicians chemically cleaned all air conditioning plant condensers while underway. The hard work and foresight resulted in a significant reduction on the overall work load of all air conditioning units which, in turn, increased cooling capacity for critical combat systems and aviation operations planning equipment, supported mission readiness, and improved crew comfort. Prior to commencing this task, ABRAHAM LINCOLN's AC & R technicians also developed a cleaning procedure that integrated operational risk management techniques into the process and ensured maximum efficiency while mitigating any risks. EA03 technicians also worked hand-in-hand with Aviation Intermediate Maintenance Department to take advantage of ABRAHAM LINCOLN's organic testing capabilities to re-institute oil analysis for air conditioning compressor lubricating oils. This inter-departmental collaboration has established a practical program for monitoring contaminants in order to prevent air conditioning compressor damage. The work center additionally submitted a feedback report recommending a change to the PMS requirements for oil sampling and recommended that the change include changes to the Joint Oil Analysis Program Manual (NAVAIR 17-15-50.4) to provide support for ship refrigeration oil and troubleshooting guidance for air conditioning technicians to increase compressor service life. Finally AC & R technicians provided assistance for Air Department in conducting emergent repairs to tubing sections on an arresting gear engine restoring it to full operation capability. For their efforts, workcenter personnel received personal recognition from the Commanding Officer who presented each member with a CO's coin.

Auxiliary Division's Cryogenics oxygen and nitrogen (O2N2) production shop, EA06, supported intensive aviation operations throughout the inter-deployment training cycle, workup exercises, JTFEX, Exercise Northern Edge, and operations in support of operations during deployment. Early in the deployment casualties rendered the forward O_2N_2 plant out of commission, Cryogenics workshop technicians single-handedly renovated the older Cosmodyne GB2AS production plant by repairing the number 1 regenerator, replacing all thermocouple devices, turbo-expanders and turbo-expander inlet valves. These actions not only restored production capacity but improved production levels to match the much newer and advanced GEECO Liquid O_2N_2 plant, assuring redundancy in aviation support. EA06 personnel also took on the added responsibility of managing and leading ABRAHAM LINCOLN's Filter Cleaning Shop, EA40. The process of centralizing cleaning efforts and having a rotating pool of fan coil filters decreased the turnaround time required for filter cleaning and ultimately improved ventilation cleanliness.

Auxiliary Division's Outside Repair shop, EA08, also positively impacted ABRAHAM LINCOLN's operations by instituting a comprehensive training strategy for vertical package conveyor operators and safety observers. The vertical package conveyor training program resulted in zero accidents or injuries throughout 2002 and increased the overall safety of all cargo handling operations. Additional training efforts have included close cooperation with Supply Department cargo handlers and breakout personnel in proper methods for provision breakouts and storage. This awareness ensured proper storage of fresh fruit and vegetable as well as other frozen and refrigerated stores, increasing storage life and reducing load on refrigeration equipment. Outside repair technicians also positively impacted crew morale in repairing or replacing over 200 faucets, scuttlebutts, showerheads, and other service amenities throughout the ship throughout the year. The technicians also overhauled several fire pumps and plastics processing units. EA08 personnel also took on the added responsibility of managing ABRAHAM LINCOLN's trash disposal program and processing rooms. In addition to improving the overall material condition of each trash processing room, EA08 personnel instituted significant procedural changes that increased the amount of trash, garbage, and plastic processed by the ship supporting the Navy's regulations regarding environmental protection.

Technicians in ABRAHAM LINCOLN's Catapult Steam workshop, EA10, continued exceptional support for ABRAHAM LINCOLN's primary mission of conducting flight operations and projecting power ashore. In addition to providing steam support for catapult launches, the technicians of EA10 conducted voyage repairs on the steam system blow down piping in both 1 and 2 catapults, a job normally carried out by depot level technicians. In carrying out these repairs, the machinist mates of EA10 worked hand-in-hand with fellow engineering department Hull Technicians to conduct intensive research into the steam system designs, piping and repair strategies, and exact quality assurance procedures to ensure the highest quality repairs were conducted. These, and other similar types of repairs, enabled ABRAHAM LINCOLN to remain on station and continue flight operations to support flight operations throughout an extended deployment. Prior to deployment the workshop also calibrated all catapult gages and switches that would have come due during deployment to ensure uninterrupted operations while on station. Finally, Catapult Steam workshop personnel were instrumental in the replacement of approximately 3 feet of 3" piping on both catapult trough heating piping in Cat 2 Fwd Trough Heating Room and Cat 3 Aft Trough Heating Room.

In addition to top quality preventive and corrective maintenance efforts, Auxiliary Division leaders endeavored to improve the professional knowledge and capabilities of its sailors by mentoring juniors and counseling them on career development. Throughout 2002 fifteen Auxiliary Division sailors qualified as Enlisted Surface Warfare Specialist. At the end of 2002 over 80 percent of Auxiliary Division sailors were warfare qualified. Four Auxiliary Division sailors went beyond the minimum and proved themselves extraordinarily dedicated professional knowledge by becoming dual qualified as Enlisted Aviation Warfare Specialists. As a result of the added professional knowledge gained from warfare qualification and coupled with personal mentoring and guidance from senior leadership, eighteen Auxiliary Division sailors were advanced to their next higher pay grade. Finally, because of the high quality of life in Auxiliary Division and ABRAHAM LINCOLN, strong divisional leadership, and the advantages of tax-free pay fourteen Auxiliary Division sailors reenlisted for further service to the United States Navy.

2002 marked a significant year in the life of ABRAHAM LINCOLN's Auxiliary Division. Strong improvements in material condition, increased levels of professional training, and marked enhancement of the professional knowledge of Auxiliary Division's sailors factored into the successes of ABRAHAM LINCOLN. The end 2002 found the machinist mates of

Auxiliary Division exactly where they should be, at sea deployed at the tip of the spear in support of protecting our nation's goals and interests.

ELECTRICAL DIVISION

During the year 2002, the Electricians and Interior Communications Electricians of Electrical Division worked hard at maintaining the tradition of excellence established by their predecessors. Through dedication, hard work, and professional expertise the 90 members of Electrical Division excelled as they completed the final phases of the workups, a pre-deployment availability, and during deployment on WESTPAC 2002.
The year brought numerous challenges, the most significant being constant repair of equipment: AESS stations, deck edge doors, elevator stanchions, galley equipment, air conditioning units, K circuit, motor controllers, steering gear, vertical package conveyors and degaussing coils. Also, numerous class "C" fires were extinguished and damage repaired expediently.

This excellence significantly increased the readiness and capability of USS ABRAHAM LINCOLN to fulfill any mission assigned her. The following is a summary of major events of the year 2002.

January – February:

1. Completed PEPSI (Pre-deployment Electrical Power Survey and Inspection) and Infrared Survey of various critical power panels, distribution boxes, motor generator sets and fuse boxes.
2. Submitted CASREP on incinerator motor after foundation bolts broke loose and the motor winding was damaged.
3. Distribution work center personnel flown to USS Shiloh (CG 67) to aid in troubleshooting and repair of SH-60B AESS station.
4. Troubleshot and repaired problems with 1MC amplifier.
5. Completed rewind of #3 garbage grinder motor.
6. Participated in loss of power drills during Reactor Department's Operational Reactor Safeguard Evaluation (ORSE) inspection.

March:

1. Aided reactor department in correcting MCAP discrepancies in ship's main machinery spaces.
2. CSRR inspection on all MG sets and degaussing.
3. Supported CEMAT assist visit for AFFF Station and load center breaker replacement.
4. Completed rewind of MMR #2 Dirty Tank Pump Motor.
5. Supported the Reactor Department in the power restoration in two Dual-Down drills.
6. Conducted Shipboard Sound Analysis on various main machinery and auxiliary machinery.

April:

1. Scheduled and completed CEMAT/NAVSEA assist on vital electrical equipment including: Deck edge Doors, Degaussing, Cathodic Protection, Aircraft elevators, Steering Gear, CMU's, AFFF, AC units and CHT System. Load tested all AESS stations and M/G Sets
2. Completed rewind of V-4 Fuel pump motor.
3. Repaired Degaussing "M and FI-QI" Coil.

May:

1. Supported a successful SMI (Supply Management Inspection).
2. Provided Tech Assist to Combat Systems by replacing defective controller components in Whip Antenna.
3. Repaired problematic CKT "K", RPM indicator.

June:

1. Waterline Security lights refurbishment completed by TODD Shipyard
2. Incinerator Supply and Exhaust Vent Motors overhaul by PCE.
3. Industrial wash of SFMG's by PSNS/Litton Industries.
4. Assisted with security cameras install by contractors.

July:

1. Assisted with installation of new Self Serve Washing Machine and Dryers
2. Technical assistance from CEMAT to prepare AESS stations for deployment. Replaced cable heads, cables, and push button switches. Load banked all AESS stations and 400HZ M/G sets. Cleaned and overhauled all limit switches on all deck edge doors.
3. Conducted CEMAT/NAVSEA assist on various vital electrical equipment: Deck edge Doors, Aircraft elevators, Steering Gear, CMU's, AFFF, AC units and CHT System.
4. Deployed on WESTPAC.

August:

1. Provided electrical power in support to Command Receptions.
2. Aloft to replace burnt navigation light filaments.

September:

1. Completed rewind of USS Fletcher Vent Supply motor

October:

1. Troubleshot and repaired rudder split problems.
2. Assisted "A" division with Nr. 9 AC repairs.
3. Completed rewind of A/C Compressor motor from USS Rueben James.

November:

1. Repaired NR. 10 A/C Compressor Motor.
2. "C" Fire on #7 JP-5 Transfer Pump Motor Controller. Overhauled and repaired.
3. Degaussing Coil "FI-QI" power supply CASREP.
4. Vertical Package Conveyor assist visit completed.

December

1. Provided CENTCOM VISIT and USO SHOW with power supply requirements on the Flight Deck.
2. Class "A" fire in Socket Pouring Room: Replaced overhead lighting fixtures and replaced burned cableway for Nr 4 ACE control, indication, and stanchions.
3. Repaired 1B 400 Hz Motor Generator.

DAMAGE CONTROL DIVISION

Damage Control Division hit the deck running in 2002 and never looked back. After building on the strong foundation fostered during the Basic Training Cycle, Damage Control training rapidly intensified during the first half of 2002. Total ships Force qualification reached

an unprecedented high with 85 percent of the ships force and airwing personnel completing Basic DC and 25 percent of the crew finishing advanced DC qualification.

COMPTUEX Phase I & II, JTFX and Northern Edge provided an opportunity to challenge crew/airwing integration in combating asymmetric battle scenarios. Damage Control training maintained an obscene pace in July with the start of ABRAHAM LINCOLN's deployment to the Arabian Sea in support of Operation Enduring Freedom and then continuing onto the Persian Gulf in support of Operation Southern Watch. While deployed in these hostile waters the Damage Control Training Team planned, briefed and executed 14 complex General Quarter's scenarios completing over 150 repetitive exercises. Each drill flexed the ship's ability to effectively respond from bow to stern to casualties affecting multiple mission areas. As a direct result of the safe and effective training conducted by the Damage Control Training Team, all Competitive Exercises graded by outside activities received an average score of 96.2 percent or better.
CBR readiness and issue has reached new highs during the Arabian Gulf deployment with the outfitting and issue of over 5200 Advanced Chemical Protective Garments. Innovative training was developed to involve the ships company in CBR training by using site TV, Damage Control Fairs / competitions, DCPO's and increased personalized hands on training conducted by DC Division personnel.

With the introduction of the Damage Control OSI Management System (OSIMS) and complete renovation of all Repair and Unit lockers, material condition and inventories have been maintained at their highest level receiving high praise during the Operational Reactor Safeguards Exam noted with deficiencies.

Additionally, the At Sea and Inport Fire Party has continued to remain active responding to only 10 casualties, a significant decrease from the past two years due to an aggressive training and Fire Marshal Surveillance program identifying and eliminating many potential hazards throughout the ship.

REPAIR DIVISION

Repair Division is comprised of six work centers and 56 personnel in the Hull Maintenance, and Machinery Repairman ratings. The Repair Officer, LTJG Jay Henson, is responsible for ensuring Lincoln meets all requirements IAW JFMM 4790.3 CH-5. The Repair Officer is responsible for all Battle Force Intermediate Maintenance Activity (BFIMA) repairs, as well as implementing a QA program that ensures all work accomplished by Repair Division meets the material and workmanship requirements of approved plans and specifications. Repair Division LCPO, HTC Cook, is responsible for the coordination, planning, and tracking of all repair efforts aboard all vessels currently in Lincoln's battle force. Training, certification and proficiency in the Craftsman's specialized skills are tracked, and adjustments are made to ensure Lincoln can render assistance to any vessel in need. Each workcenter in Repair Division has a Leading Petty Officer that has been screened to ensure they have the cognitive ability and qualifications necessary to provide a quality product of service.

Calendar year 2002 for Repair Division began with wrapping up PIA 2001 and getting Lincoln ready for an arduous inter-deployment training cycle and work-ups leading to her most important role since commissioning; Operation Enduring Freedom and Operation Southern Watch. Repair Division made tremendous contributions to the success of the deployment. From correcting over 100 trouble calls weekly on habitability issues, and major repairs to ship's equipment and non-safety of flight repairs to aircraft both on Lincoln and other ships in the battle group. Repair's

capabilities are without limits, from simple engraving requests that number in the hundreds monthly, to carpentry and fine wood working used in awarding individuals and distinguished visitors alike. Emergent jobs have only honed the skills of our bright technicians, who have repeatedly made DEPOT level repairs to systems that have catastrophically failed due to life cycles and improper design and fabrication of systems and components. Included, is identifying the source of those failures as quality assurance representatives for evaluation and referral.

The Pipe/CHT shop, whose responsibility is to keep the CHT system operational at all times, maintained a vigilant attention on every problem associated with the sewage system. The shop accumulated over 5,000 trouble calls before and during deployment. The shop completed major overhauls to all 4 CHT Eddy pumps. After analyzing costs of seal cartridge replacements and frequency, the decision was made to seek out possible causes of advanced wear. It was found that the seal to shaft tolerances were outside of the limits, Pipe shop sleeved the pump casings and performed a weld buildup and machining of the shaft to bring tolerances within specification. Pipe shop/CHT personnel completed the rebuild of 24 fire main pressure reducing stations to incorporate ceramic seats and Teflon body assemblies. This 100 percent rebuild of all reducers on Lincoln enabled an excellent grade on the recent INSURV. Because of Lincoln's commitment to improve the life of reducer it was picked to be the test platform for NAVSEA studies. Their ability to rebuild their own reducing stations also reduces the costs from $3700 to only $460. The Pipe/CHT shop also replaced 10 mercury type float switches while underway in order to restore the CHT system to full automatic operation. In order to save costly man-hours and materials, Pipe shop designed a program of stringent qualifications and Operational Risk Management (ORM) to allow Lincoln to perform DEPOT Level Hydro blasting Processes. This process has saved over $500,000 Annually, and enhanced the working operation of numerous piping systems onboard to include forward and aft sculleries, galleys, and all drainage systems in ALRE spaces frequently clogged by grease and non-skid. The design of the ORM briefs for CHT Sensor Change out, Hydro blasting and CHT maintenance has effectively reduced occupational injuries and made aware the hazards associated with CHT maintenance. Pipe shop currently maintains 8 qualified Brazers to support the fabrication, installation and corrective maintenance on all brazed shipboard-piping systems.

The Ship fitter, Sheet metal, and Weld shop is the work horse of Repair Division with regards to self-help space improvement projects, welding on critical piping systems, hull structures and pump shaft repairs. The weld shop has completed over 1250 ships force and DEPOT level maintenance actions. The shop is directly responsible for the completion of CASREP repairs to Catapult #3 launch valve hydraulic piping assembly during Operation Northern Edge, the piping was improperly targeted during PIA 2001, and had become severely sprung to the extent that new pipe had to be flown out and welded in place. During deployment to the Arabian Gulf in support of Operation Enduring Freedom, Catapults #2 and #3 developed leaks due to in service wear and corrosion of a 2 inch trough heating drain. Both Catapults were taken down and repairs were made with the help of the Machine Shop manufacturing all of the parts in accordance with ASME standards. During in port upkeep maintenance availability in Perth, Australia the Weld shop performed CASREP repairs to Catapult #1 accumulator drain piping, normally performed at DEPOT level, they were able to install a 3 inch long radius elbow using permanent backing rings within 12 hours of receiving the part. Weld shop personnel replaced a welded backstop on Aircraft Electrical Service Station #2 ballistic hatch. The hatch is manufactured form High Yield Carbon Steel and requires stringent welding controls and qualifications to maintain its brittle fracture limitations as a primary flight deck structure. In accordance with a new Xerox contract for the replacement of all photocopiers on the ship, the weld shop manufactured and installed all mounting hardware to permanently install the copiers and ensure compliance with all warranty requirements. The shop recently designed and manufactured two lockers for over 700 pounds of

weight lifting and aerobic equipment needed for the new fitness and weight loss programs sponsored by the ships MWR office.

The Machine shop is an IMA level facility that has the ability to manufacture parts allowed by specifications. They have completed over 450 ships force and DEPOT level maintenance actions. Included is the manufacture of many Non-Safety of Flight parts for various aircraft and support equipment throughout the ship, battle group, and Carrier Air wing squadrons. From manufacturing a part from raw materials to detailed repairs of critical and vital pieces or components for the Reactor, Engineering, Air, Weapons and Deck departments, the Machine shop's ability to turn out a quality product is a cornerstone in supporting the material condition of the ship. The Machine shop was instrumental in the manufacture of a salt water booster pump motor shaft for #2 Emergency Diesel, as well as several other pump shafts to include a JP-5 transfer pump shaft, and the manufacture of 3 separate shafts for aircraft elevator #1 stanchion bank. Their ability to work with precise tolerances is phenomenal, after machining wearing rings for a dirty water pump on 3 separate occasions, the Machine shop supervisor had the entire pump assembly rigged into the machine shop to troubleshoot why the pump continually seized in place. After exhausting attempts at balancing and truing the pump casing and mounts, it was found that the pump was actually misaligned with the motor. The Machine shop dismantled the entire assembly and brought all tolerances within specifications, then successfully reassembled the pump and motor. During a maintenance availability in Perth, Australia, the Machine shop assisted a DEPOT repair team that was flown in from Puget Sound Naval Shipyard in the rebuild and replacement of components of #4 Main Engine Attached Lube Oil Pump. Without the services of the Machine shop, the DEPOT level repairs would not have been successful, and the Main Engine would not have been restored to full operational capability.

The Engraving shop performed over 3,600 engraving requests for the ship as well as supporting other commands in the battle group. Their expertise ranges anywhere from nametags and nameplates for plaques to operating instructions for equipment and signs for passageways and doors. In particular, the shop provided extensive support in preparation for the NEY inspection and Lincoln winning the NEY competition.

The Carpenter shop is responsible for mass-producing wooden plaques modeled after Lincoln, as well as many other fine wood products including shadow boxes, photo boards, picture frames, and podiums. They have completed over 100 ships force and DEPOT level maintenance actions. They are responsible for the fine woodwork on both the Captains Gig, and the Admirals Gig. The day-to-day operations in the shop are usually of high visibility, and require a level of quality exceeding standards.

The Locksmith shop is comprised of two highly trained and motivated Machinery Repairmen who have been hand selected to attend civilian schools to learn the art of locksmithing. They have completed over 800 ships force level maintenance actions. They have specialized training in various types of lock mechanisms to include armored locks, security containers, GSA approved locking devices, and CIPHER electronic locking mechanisms. The locksmiths have a unique specialty in the field of safe combination cracking and disarming. They have been trained and given the tools to disable and disarm any safe or secured container in the US Government.

The Repair Officer and Leading Chief Petty Officer implemented a daily program to personally inspect all 103 heads onboard ABRAHAM LINCOLN to address and correct significant quality of life issues. This program ensures proper operation and service of the CHT system, 470 sinks, 193 urinals, 399 water closets and 334 showers on board the ship. They were also able to

identify a systematic removal of urinals while identifying which ones were inoperative and in need of removal.

Repair division takes exceptional pride in personally recognizing it's most valuable asset, Repair Personnel. Divisional personnel received the following awards throughout calendar year 2002: 2 NC's, 5 NAM's, and 22 FLAG LOC's. Additionally and most notably was the qualification achievement rate established by the division.

EAWS - 5
ESWS - 9
3-M – 100 percent
DC – 95 percent through 313
DCSSP – 100 percent
DCWS – 100 percent of those eligible

HTC [redacted] has developed a curriculum and an extensive training program for the division that facilitates learning on the job as well as reinforcing the required theory and shop mathematics. He constantly challenges his workforce with complex practical training that they can apply towards most of the quality projects they produce. This has proven effective in dramatically enhancing the advancement for junior sailors. Total number of advancements this year: E-6 (1), E-5 (9), E-4 (20).

The welders and brazers maintain a rigorous qualification and training program, which includes special qualifications across a myriad of materials and processes. It is our goal to maintain the highest standards of welding and inspection capability. Repair division maintains 9 coded welders 8 brazers and 2 non-destructive test inspectors certified in every process available to the Navy.

MAINTENANCE DIVISION

The year 2002 brought forth many new challenges for the personnel of Maintenance Division in support of USS ABRAHAM LINCOLN's mission readiness. The division provided technical and logistic support during the final stages of the 2001 PIA that led to a successful certification and qualification period, followed by WESTPAC 2002.

The ship's 3M workcenter was instrumental in the administration of the ship's maintenance plan. Below are some of the workcenter's specific initiatives and accomplishments:

1. Implemented a shipwide Cross-departmental 3M assessment program for 17 departments and 162 individual workcenters in an effort to maintain our current outstanding material readiness status.
2. Facilitated professional command indoctrination training to over 1900 newly reporting junior and senior personnel.
3. Documented over 129,200 PMS checks shipwide, not including Damage Control equipment maintenance checks.
4. Reviewed and uplined 43,749 Work Candidates.
5. Transitioned from NTCSS Version "Grape" to "Birch +", improving system performance and allowing the ship to use enhanced procedures for trouble calls and ordering supplies.
6. Successfully implemented the ordering of all parts (repair and consumable) through OMMS-NG, the first Pacific Fleet ship to do so.

7. Worked closely with Maintenance Manager in the populating and screening of work candidates to various availabilities for the upcoming DPIA.
8. Completed Combat Readiness Inspections, the ship's tailored version of 3M Zone Inspections, on over 2600 spaces.
9. Processed 97 Customer Feedback files from CNAP into OMMS-NG.
10. Processed 35 ASI's (Automated).

Maintenance Support Center (MSC) continued to build on its reputation as the "Best MSC in the Pacific". The year started with MSC receiving an itemized list from COMNAVAIRPAC of over 3800 configuration changes that were never entered into the OMMS-NG database during PIA-01. MSC personnel validated these items and researched all APL/AEL's for supporting information. This data was entered into the system more than one month ahead of TYCOM's estimated timeframe. Over 14,000 other database entries and corrections were made throughout the year as a result of shipboard validations.

MSC also incorporated 1200 new ship's configuration drawings and 9000 changes to existing drawings on file. 800 new technical manuals, including 1400 changes to existing manuals, were added as a direct result of PIA-01. 3000 new manuals and changes were also ordered and incorporated as these discrepancies were identified.

The ship's Quality Assurance office upheld its task of promulgating and upholding the standards of fleet maintenance. They processed 88 Controlled Work Packages on reactor, propulsion, and various other systems including aircraft catapults, JP-5, and O2/N2 production systems. This included the opening, closing, and testing reviews for technical accuracy and compliance with all specifications.

Other accomplishments include:
-- implementing an audit and surveillance program to monitor in-process controlled work, ensuring that quality maintenance was being performed at all times.
-- increased the confidence of all welding brazing completed by training, testing, and certifying all NDT inspectors, welders, and brazers on board.

LEGAL DEPARTMENT

The Legal Department experienced considerable personnel changes in 2002. There was almost a complete turnover in the legal office this year with ENS [redacted] reporting aboard as the Assistant Command Judge Advocate in March, LNC [redacted] reporting aboard in January as Leading Chief Petty Officer, and LN1 [redacted] and LN2 [redacted] reporting aboard in June. PN1 [redacted] was assigned to the Legal Department in April 2002 to assist Legal Department with tracking ABE's UA/Deserter personnel.

The Legal Department managed a significant military justice caseload during the WESTPAC Deployment and Inter-Deployment Training Cycle. The department spearheaded a robust command disciplinary program, maintaining good order and discipline through the expeditious processing of more than 800 report chits, 8 Special Courts-Martial, 20 Summary Courts-Martial, and 100 administrative separations.

The Command Judge Advocate provided Legal Assistance counseling to over 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 over 200 crewmembers, saving hundred of dollars for each client in legal fees.

Under the leadership and guidance of the Command Judge Advocate, the Legal Department spearheaded a shipwide predeployment legal readiness program, providing over 3,500 wills and powers of attorney to the crew and their families. Through its commitment to legal service excellence, the Legal Department actively recruited and registered more than 200 voters at bi-weekly command indoctrination. Additionally, the Legal Department assisted in administering expert legal services to ABRAHAM LINCOLN and embarked AIRWING Sailors, providing notaries, powers-of-attorneys and naturalization and immigration documents. 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, saving Sailors thousands of dollars in filing expenses.

MEDICAL DEPARTMENT

With nine Officers and 42 ship and squadron Corpsmen, the ship started the year still in the IDTC work-up cycle. In January Medical saw over 400 cases of Viral Gastroenteritis within a 1 ½ week period during COMTUEX from 16 Jan – 6 Feb 02. At this time the ship also lost one Sailor overboard.

From January through March, Medical had 17 Medical Reservists who volunteered to complete their Annual Training and assist with the work-up cycle. They were truly an asset to the department and the ship.

On March 12-14, the Medical Readiness and Birth Month Medical Surveillance Inspections were held, and LINCOLN Medical scored the highest score in over two years by AIRPAC Medical.

The Department welcomed aboard a new senior medical officer, ship's surgeon, general medical officer, physical therapist, psychologist, two independent duty corpsmen, eight new HMs and three new squadron corpsmen attached to Carrier Air Group 14.

Nine thousand, four hundred and seventy-six patients were seen during sick call. Smoking cessation classes were given to over 120 personnel and nutrition classes were given for 70 personnel. The surgeon performed 42 inpatient surgeries and 298 outpatient surgeries.

There were 23 medical evacuations for further treatment, including one bacterial meningitis, two personnel treated for falling overboard, 78 admissions and over 100 medical emergencies. The medical emergencies included five personnel treated for head injuries from running through passageways one which was medevaced for possible spinal cord injury, one crewmember falling off of an aircraft and one falling from scaffolding when an aircraft was improperly tied down. There were seven cases of dehydration during manning the rails evolutions accounting for three medical emergencies. We had 64 medical evacuations to the ship from other ships in the battle group.

Physical Therapy saw 1,822 patients for various musculoskeletal ailments/injuries. The Pharmacy filled 23,448 prescriptions and the Laboratory performed 25,658 studies. Substance Abuse Rehabilitation Department consulted 636 patients. Psychology was at their highest ever evaluating and treating 2450 patients from the ship and the Battle Group.

The ship and Battle Group had 950 pairs of glasses and over 400 gas mask inserts made, also completing 74 PKP screenings, 573 eye exams, and 32 foreign body removals.

During Birth Month Recall 2,546 ship's company were seen for an update of immunizations and scheduled for periodic examinations. The ship's Walking Blood Bank is being maintained at 357.

Over 1,876 Physical Exams were completed. Preventive Medicine was extremely busy inspecting the ship and food stores. They also saw 5,700 patients for various programs and completed 23 Food Service Attendant courses.

The Department had four HMs promoted to the next higher pay grade and two HMs selected for Chief Petty Officer. 18 qualified Enlisted Surface Warfare, one person qualified Enlisted Air Warfare, 12 qualified Air Warfare as a second warfare, three re-qualified ESWS and five officers qualified SWMDO. The Medical Department had the Ship and Battle Group Senior Sailor of the Quarter for 4th quarter 2002.

NAVIGATION DEPARTMENT

USS ABRAHAM LINCOLN (CVN 72) started off 2002 having just finished TSTA and FEP, completing 100 percent of all required FXP exercises with a final grade of 98.5. The Navigation Department was now ready for work-ups for the upcoming Western Pacific and Arabian Gulf deployment. On 14 January, ABRAHAM LINCOLN departed Everett, Washington, for one month to complete COMTUEX off the coast of Southern California.

After pulling back into Everett, Washington, on 14 February, the Navigation Department conducted an extensive maintenance period for the next five weeks. Significant upgrades were conducted in the Pilot House. The AN/SPS-64 surface search radar was removed and replaced with the AN/SPS-73 and Furono repeater system. Additionally, major upkeep and preservation was conducted externally and internally on the 010, 09, 08 levels and internally on the 05 level.

During the months of April and May, the ship deployed to the Gulf of Alaska in support of Operation Northern Edge and to complete the final phase of work-ups, JTFEX. On 20 July, ABRAHAM LINCOLN departed her homeport of Everett, and began her deployment to the Western Pacific and Arabian Gulf. During her transit, the ABRAHAM LINCOLN successfully conducted port calls to Pearl Harbor, Hawaii, Saesebo, Japan, Hong Kong, and Singapore; three of which were precision anchorages. The Navigation Department flawlessly placed the ship on station in the Arabian Sea and the Arabian Gulf in support of Operations Enduring Freedom and Southern Watch. During her time in the Gulf, the ABRAHAM LINCOLN made two port calls to Bahrain. Both, of course, were precision anchorages due to the excellence of a skilled navigation team. On 11 December, the ABRAHAM LINCOLN departed the Arabian Gulf and began her journey homeward via a well-deserved port call in Perth, Australia over the Christmas holidays. After an extended visit in Perth, the ABRAHAM LINCOLN received news that she could possibly be called back into action.

For the year, the Navigation Department navigated over 81,000 nautical miles and conducted over 35 replenishments at sea and 20 restricted navigation details. The Navigation Department also qualified four Master Helmsman and five Quartermaster of the Watches. Nine members of the department became ESWS qualified and two became EAWS qualified. Furthermore, the ship qualified 19 Officer of the Decks underway and five Command Duty Officers underway.

During the year of 2002, the Navigation Department, comprised of both Signalmen and Quartermasters, performed flawlessly. The Signalmen consistently demonstrated their visual

communications prowess, just as the Quartermasters expertly navigated the ABRAHAM LINCOLN across the seas.

OPERATIONS DEPARTMENT

USS ABRAHAM LINCOLN (CVN 72) completed an extremely successful year, culminating with more than 90 days of combat operations in direct support of Operations ENDURING FREEDOM and SOUTHERN WATCH. Throughout the year, the ship and air wing team expended more than 200 tons of ordnance, amassed more than 11,500 arrested landings and safely flew more than 7,978 sorties with an impressive 96 percent completion rate.

USS ABRAHAM LINCOLN conducted several major inspections and assessments during the year, and the results speak for themselves. AIMD received the highest allowable grade on 42 of 43 programs during the Aviation Maintenance Inspection; eleven programs were cited as "noteworthy." The Reactor department received high marks on all graded areas during the Operational Reactor Safeguards Examination. Board members noted it as "the best executed examination they had ever seen." The Supply department received a grade of "outstanding" in every category for the Supply Management Inspection. The Medical department achieved an overall grade of 91.2 percent during Medical Readiness Inspection, and a grade of 90.4 percent on the Birth Month Medical Surveillance Inspection; the highest attained by any west coast aircraft carrier in the past two years. Finally, the ship received an RAR score of 94.6 percent during the CNAP 3M Assessment. The senior inspector noted, "Material condition and ship's cleanliness overall were outstanding, well above the fleet average."

PUBLIC AFFAIRS DEPARTMENT

The Public Affairs Department managed a very aggressive external and internal information program while supporting the Navy's Distinguished Visitor and media embark programs throughout the entire workup and deployment cycles.

The shipboard journalists marketed 117 stories about Abraham Lincoln Sailors and the operations the ship and air wing conducted. These stories found their way to multiple Navy and civilian newspapers, magazines, and Web sites. USS ABRAHAM LINCOLN JOs also managed a Fleet Home Town News Center file of more than 600 participants generating stories to hometown newspapers across the country. They also produced 30 television and radio news packages for use on Navy-Marine Corps News, Daily News Update and Navy Radio News. USS ABRAHAM LINCOLN Public Affairs was the first carrier to submit radio news reports from the fleet and is considered the standard for others to follow. The director of the Naval Media Center and the radio manager both use USS ABRAHAM LINCOLN as the standard for this kind of reporting.

In March, the Public Affairs Office coordinated the onload and offload of 35 tons of motion picture equipment, coordinated base and ship access, provided extras, and arranged for logistical and administrative support for the movie crew of the "The Core." In concert with the Navy Office of Information Los Angeles, USS ABRAHAM LINCOLN hosted the movie crew to shoot scenes for this film. While initial planning started several weeks in advance, actual loading and shooting efforts were completed just under three days.

USS ABRAHAM LINCOLN Public Affairs started deployment in July 2002 with completely digital radio and TV news editing systems. These new systems allowed the journalists to provide the crew with better radio and TV products, faster and with a much more professional look and

sound. This also allowed PAO to provide support to national and international media in the forms of aerial file footage.

Throughout the calendar year, community relations were a huge effort for Public Affairs as it coordinated or hosted more than 1,000 visitors during its inport time at Naval Station Everett. Despite increased force protection postures and threat conditions, Public Affairs, NAVSTA Everett PAO and NAVSTA Everett Security were able to coordinate tour for Navy-supported youth groups, educational institutions, and civic, state and national leaders. During the deployment, Public Affairs coordinated and assisted with three receptions in Sasebo, Japan, Hong Kong, China, and Perth, Australia, for more than 250 guests each. Additionally, the ship hosted tours for more than 10,000 host nation visitors.

News reporters took a great deal of deployment time for the Public Affairs Office during WestPac 2002. The Commander, Fifth Fleet public affairs program was very active during the debate over Iraq, so the carrier was a prime reporting spot for most U.S. and foreign journalists. PAO managed over 350 journalist visits while in the Gulf during 2002, which generated a tremendous amount of positive press for the ship, the U.S. Navy, and U.S. foreign policy.

REACTOR DEPARTMENT

Upon completion of an inport upkeep period during the Christmas holiday period, Reactor Department commenced an aggressive operational training schedule in conjunction with shipwide pre-deployment workups. Drill performance and day-to-day operations were stressed in an effort to increase underway proficiency following the lengthy shutdown period associated with the Planned Incremental Availability during the final months of 2001.

Underway workup efforts continued through the end of February, at which time the ship returned to Everett far more proficient at underway operations and casualty response. The March inport period provided opportunity for the completion of routine and emergent maintenance within the propulsion plant and an opportunity to train on the lessons learned during the recently completed workups. Emphasis was placed on increasing the level of knowledge of the department in preparation for upcoming Nuclear Power Mobile Training Team (NPMTT) assessments and the pre-deployment Operational Reactor Safeguards Examination (ORSE).

Throughout April and May the ship was underway again, conducting the exercise NORTHERN EDGE, during which Reactor Department conducted aggressive propulsion plant drill scenarios and further level-of-knowledge training. Prior to returning to homeport Reactor Department successfully completed the ORSE. The ship then returned to Everett and commenced the pre-deployment leave and upkeep period.

With final pre-deployment preparations during June and early July complete, the ship commenced a deployment to 5th Fleet. Reactor Department shifted emphasis to providing power and propulsion in support of air operations.

Although operational considerations were at the forefront of the daily routine, day-to-day operations, level of knowledge and casualty response continued to be emphasized, with propulsion plant drills being conducted throughout the night in an effort to eliminate any interference with flight operations. In addition to an aggressive intra-department training and assessment program, multiple NPMTT assessments were conducted both en route to, and within, the 5th Fleet AOR.

While on station in 5th Fleet in support of Operations ENDURING FREEDOM and SOUTHERN WATCH major maintenance and testing was conducted within the propulsion plants in preparation for the drydocking availability scheduled following return to homeport. During "no-fly" days, while the majority of the ship enjoyed a day of rest, Reactor Department descended into the plants to conduct vast amounts of maintenance that could not be otherwise conducted while supporting flight operations.

In December the ship departed the 5th Fleet area of responsibility enroute to Australia for Christmas prior to returning to homeport in late January. During the transit, training emphasis shifted to preparing the department for the upcoming availability and additional significant testing was completed.

The period inport Perth, Australia, proved enjoyable with minimal maintenance requirements and maximum liberty for the department. After Christmas the ship was again underway bound for home. 2002 ended north of Australia, while unbeknownst to the crew the order had already been issued to extend the ship on deployment indefinitely in support of possible combat operations against Iraq.

RELIGIOUS MINISTRIES DEPARTMENT

The year 2002 found the Religious Ministries Department (RMD) underway taking part in Northern Edge near the coast of Alaska. With the increased operational tempo everything was in place for immediate deployment. However, deployment to the Western Pacific did not happen until 20 July.

The start of WESTPAC 2002 was greeted with newly assigned personnel to the RMD. LCDR [redacted] relieved LT [redacted] as Principal Assistant and Protestant Chaplain. RPC(SW/AW) [redacted], a recalled Naval Reservist, relieved RPC(SW/AW) [redacted], as Leading Chief Petty Officer. That brought staffing levels to 2 - Protestant Chaplains and 1 - Catholic Chaplain. Additionally, LCDR [redacted], a Protestant Chaplain, the CVW 14 Chaplain, supplemented the number of Chaplain on board. Support staff consisted on 1 – RPC, 5 – RPs and one TAD Petty Officer.

Religious Ministries Department facilities consist of a Chapel, an E-Mail Lounge, Lending Library and Crew's Lounge with magazine and television sets. Service members can borrow game players, game cartridges and movie videos for use on those televisions. The hours of operation were expanded to 20 hours daily from a previous limited schedule.

Accomplishments of this Department during the deployment included:

- Provided worship opportunities for those of the Catholic, Protestant, Jewish, Church of Christ, Upper Room Fellowship, Church of Jesus Christ of Later Day Saints and Iglesia Ni Cristo faith groups. Provision for worship was also made available to other groups such as the Wicca Discussion Group. In all, 677 religious services were conducted using the chapel, crews' lounge and foc'sle.

- Other programs included Bible Studies and sacramental preparations were offered seven days a week. A Hebrew Reading Class, open to all Sailors was well attended In addition pastoral counseling was made available to more than 1700 Sailors.

- This year, all major holidays occurred during the deployment. The Jewish Holy Days of Rosh HaShona and Yom Kippur were celebrated onboard. A total of over 75 service members attended these, including those from other ships within the LINCOLN BATTLE GROUP. A number of these services were officiated by CAPT [redacted], a Naval Reservist. CAPT [redacted] also conducted a special dinner held prior to Yom Kippur with 24 service members in attendance. Prominent among those was RADM Kelly, Commander of the ABRAHAM LINCOLN BATTLE GROUP. Thanksgiving was celebrated by a Catholic Mass, a General Thanksgiving Service and a Christian Thanksgiving Praise Celebration. The Christmas Holy Days were conducted while the ship was at anchor in Fremantle Australia. All services celebrated in the ship's chapel and well attended.

- The entire crew was invited to celebrate the 227th birthday of the Navy Chaplain Corps. The day was marked by brief remarks and a birthday cake that was thoroughly enjoyed by all.

- Support was provided to LT [redacted], the DESRON Chaplain, in his ministry.

- Chaplains from the USS ABRAHAM LINCOLN (CVN-72) provided additional religious worship opportunities and support by conducting 31 "Holy Helo" trips to other ships within the Battle Group.

- Over 55,200 shipmates utilized the RMD facilities. This included service members using 5 e-mail computers to maintain familial relationships while underway. Additionally, library books, video games and learning programs were loaned out during the libraries 20 hour day operations

- The Religious Ministries Department hosted the Family Literacy Foundation's "Uniting Through Reading" Program. There were over 400 service members participating in this program. Participation involves being video taped reading a storybook to one's children or grandchildren and then mailing that tape to them back home. This program helps keep family ties vibrant despite the distance between them.

- Community Relations Projects were conducted in Sasebo (Japan), Singapore, Hong Kong and Australia. Over 300 Sailors freely gave of their off duty time to provide services to the needy, homeless and disabled of those nations.

- During this year, the Religious Ministries Department processed more American Red Cross Messages, assisted with emergency leave funding and personal financial problems through the RMD's association with the Navy & Marine Relief Society.

- RMD spaces were used 6 days a week for ESWS boards, FSA training and AIR WING special boards.

- Chaplains/RPs from the other ships rode with us for a few days a time to conduct Chaplain Corps and RP rate training and take a break.

- Conducted a modified Return and Reunion with facilitators, [redacted] from Region North West and [redacted] from Norfolk. Due to uncertain operational

commitments, all classes were video taped. The facilitators taught classes and filmed their presentations from 31 December 2002 when they joined the ship in Freemantle Australia through 6 January 2003 when they left the ship in Freemantle Australia. [redacted] spent two days on USS Shiloh teaching 5 classes and spending 6 hours on the Mess Decks leading a question and answer session. All videotapes and printed materials were left on ABE for use when the return to CONUS happened.

SAFETY DEPARTMENT

The USS ABRAHAM LINCOLN began 2002 by completing a safe and successful Planned Incremental Availability (PIA) in the Controlled Industrialized Area of the Puget Sound Naval Shipyard (PSNS). Great milestones in Environmental Awareness and Industrial Safety were achieved by the USS ABRAHAM LINCOLN Safety Department and her crew through Operational Risk Management(ORM) Training and awareness programs. A cohesive team effort resulted in the training of over 3000 Lincoln Sailors in the COMNAVAIRPAC Web-Based ORM University in 1/3 the recommended time. This effort resulted in the highest completion ratio of any sea-based command in the Navy for the program.

Upon leaving the Bremerton Industrial Area, the Lincoln began an extensive pre-deployment training regime to include Flight Deck Certifications, TSTA I/II/III, FEP-2, COMPTUEX, Exercise NORTHERN EDGE/JTFX and ORSE-2. The combination of diverse rates within the Lincoln Safety Department complimented by numerous Safety Standdowns enabled an expansive coverage throughout the ship and flight deck to ensure a safe and efficient work atmosphere existed which contributed greatly to an incident free pre-deployment work-up period.

On June 11, 2002 USS ABRAHAM LINCOLN crew and family members and personnel from Naval Station, Everett, enhanced a salmon-bearing tributary of Rehab Creek at Naval Radio Station, Jim Creek. The volunteers removed an invasive weed known as canary grass from along the stream, removed other obstructive materials from the streambed, and planted over 245 trees and shrubs along the banks to inhibit further canary grass growth. On June 12, volunteers removed three truckloads of debris from the intertidal area of Naval Magazine Indian Island, including old mooring buoys, old boat parts and a broken-down boat shed.

Both projects improved the environment and will allow natural flora and fauna to flourish. These efforts result in a tremendous benefit to both the Navy and the community.

In July, the Lincoln began a six-month Western Pacific/Persian Gulf cruise in support of Operations Enduring Freedom and Southern Watch. The Safety Departments diverse team provided coverage for over 26,313 flight hours to include 11,380 launch and recovery evolutions, 44 underway replenishments transferring over 34,639,000 gallons of fuel, 3,430 tons of ammunition and 5,200,000 pounds of stores. Without a doubt 2002 has been an busy year with a superb safety record. This was only possible through the extremely impressive and safe working team effort of the sailors onboard the USS ABRAHAM LINCOLN and the Safety Department.

SUPPLY DEPARTMENT

Supply Department had a busy and challenging year. The department ended 2002 with a new department head. CDR [redacted] relieved CAPT [redacted], meeting the ship while it was en route to the Arabian Sea in support of OPERATION ENDURING FREEDOM. The Supply Department's performance throughout the year was superb. Despite a challenging work-

up schedule and increased threat conditions which imposed significant logistics challenges, Supply Department provided exemplary support to the ship and air wing team, enabling outstanding readiness and mission accomplishment.

During the beginning of the year, each division busied itself preparing for the upcoming Supply Management Inspection (SMI) scheduled for May 2002. All twelve divisions completed the SMI with a grade of OUTSTANDING across the board with minimal to zero discrepancies. During this time, Supply Department was also busy preparing for deployment while maintaining support to CVW-14 during OPERATION NORTHERN EDGE and JTFEX.

The Stock Control Division worked feverishly during OPERATION NORTHERN EDGE and JTFEX to bring sustainability levels up to the highest standards in preparation for deployment. Over 55,000 requisitions for the new Consumable Aviation Consolidated Allowance List (CAVCAL) and other stock requisitions were diligently tracked from cradle to grave. Additionally, Demand Level processing was meticulously reviewed to accurately record the ship's and air wing's actual repair part usage. ABRAHAM LINCOLN left on deployment with an AVCAL Range and Depth of 98/97, COSAL Range and Depth of 97/94 and no outstanding parts-related CASREPs. While in the Fifth Fleet AOR, the ZAP-IT supply program was fully embraced by passing over 12,000 requisitions for screening of the closest available asset. Additionally, ABRAHAM LINCOLN was praised for exceptional participation and leadership within the Material Control Officer (MATCONOFF) program, processing 252 urgent material screens at a 97.8 percent effectiveness rate. The fiscal year was closed out after almost 1,200 credit card purchases valued at approximately $950,000. The final closeout balances were $13.3 million for OFC-20 and $39.4 million for OFC-50.

The Aviation Stores Division maintained a perfect inventory of 100 percent throughout the year despite the challenging requirements from CVW-14 during the work-up cycle and deployment. Other carriers have copied the division's inventory procedure, graphs and instructions in order to emulate the same success. First in Pacific Fleet carriers, S-6 division maintained zero carcass charges for FY03, FY02 and less than one percent for FY01. Throughout the deployment, issue effectiveness has been over 93 percent for RPOOL items and 85 percent for RAM. The average daily off-ship NMCS and PMCS count is 4, which is the best among all CNAP carriers.

The Material Division maintained exceptional LAP's and inventories throughout the year, far exceeding TYCOM Goals. Early in the year, the division kept a steady strain fulfilling 100 percent of the on-hand requirements during JTFEX, an extremely fast-paced and challenging underway period. During the pre-overseas movement period, 8,000 line items of materials were received and properly stowed in preparation for the upcoming deployment. ABRAHAM LINCOLN left for deployment with a range and depth unmatched by any other carrier. By maintaining an aggressive inventory and shelf life program throughout the year, the Material Division provided flawless material support and sustained parts for ABRAHAM LINCOLN Battle Group.

The HAZMAT Division placed several new initiatives into action during this year. Plans were drawn up for construction of an improved HAZMAT issue area during the DPIA 2003. In the interim, S-9 Division provided unparalleled support to all CVW-14 squadrons, including the first ever deploying F/A-18E Super Hornet squadron. The division was tasked to collect usage data that will be employed by all future deploying Super Hornet squadrons.

In February 2002, the Food Service Division was announced as the winner of the 2001 Captain Edward F. Ney Award for Food Service Excellence. Throughout 2002, the division continued

providing outstanding service to the crew throughout the year in preparation for next NEY competition. During the deployment, the ship hosted command receptions for over 3,000 area civic and military dignitaries in Sasebo, Hong Kong, and Singapore. The Disbursing Division made it through the year with flying colors – improving DJMS accuracy and document processing time to all-time highs. Internal surprise audits confirmed perfect accountability in cash and strict adherence to Department of Defense Financial Management Regulations. The disbursing office started the deployment with $9.5 million in cash, and cashed over $1.8 million in checks, made $2 million in voucher payments per month, and deposited $1.5 million monthly. During deployment, the MWR Division sold over $90,000 in tours and $180,000 in hotels during port visits in Sasebo, Hong Kong, Singapore, Bahrain, and Perth.

From Services to Readiness, across the board, material condition, inventory management, and services provided to the crew were nothing less than outstanding.

TRAINING DEPARTMENT

In 2002 the Training Department greatly increased its value added ship' s services and TAD capabilities. While maintaining all travel and budgeting requirements the Indoc division held 11 Senior, and 21 Junior indoctrination classes for the 1,558 new crewmembers reporting aboard ABRAHAM LINCOLN. The department incorporated several Basic DC initial qualification and requalification classes into the monthly class schedule, which enabled ABE to qualify an additional 100 Senior and 320 Junior personnel in Basic Damage Control.
College courses, both through a computer-based curriculum and by professors from Central Texas College offered much sought after higher education learning opportunities.

Our Reserve augmentation program provided much needed support for many departments aboard the ship. The Training Department was actively involved in the augmentation process, gainfully employing over 62 Reservists from various reserve units throughout the country. For this, DEPUTY COMMANDER, NAVAL AIR FORCE PACIFIC FLEET, recognized the department for expert logistic and communication support for our embarked Reserve staff.

During WESTPAC 2002/2003 Training was the command expert in the movement of personnel throughout the world. Over 1,358 personnel were smoothly transported from the ship to points throughout the US, Asia, Europe, Australia and the Middle East. Through the tracking of all PCS, Emergency Leave and Beach Detachment TAD personnel the department was able to provide unmatched individualized customer service and efficiently process TAD orders and travel claims. With a TADTAR budget of over 1,070,000 dollars, the Training Department sent over 380 personnel to various schools throughout the country, thereby enabling each of the 18 departments onboard the ship to properly maintain their qualification requirements through the extended WESTPAC 2002/2003 deployment.

WEAPONS DEPARTMENT

The year 2002 was an exciting and busy year for the Weapons Department. It marked the embarkation and first operational deployment of the new F/A-18E Super Hornet as well as LINCOLN's deployment to WESTPAC in support of Operation ENDURING FREEDOM and SOUTHERN WATCH. March saw the arrival of the current Weapons Officer, Commander [redacted], who relieved Commander [redacted]. The Weapons Department had a highly successful work-up cycle that included supporting Carrier Air Wing FOURTEEN's Fallon Weapons Detachment. During the pre-deployment phase Weapons flawlessly completed numerous inspections. The extraordinary combined efforts of the entire department resulted in

zero discrepancies for the Conventional Ordnance Safety Review (COSR). One evaluator remarked, "LINCOLN has the best looking weapons magazines on the West Coast."

G-1 distinguished itself by receiving outstanding marks during COMNAVAIRPAC's Armament Maintenance Inspection. The division completed more than 2,300 planned/unplanned Armament Weapons Support Equipment maintenance actions on 5,440 line items totaling more than 10,175 maintenance man-hours resulting in a 100 percent ready-for-issue (RFI) condition. G-1 also saw a turnover in leadership in November with Gunner Parmley taking over for Gunner Deniz.

G-2 led the charge on qualifying and safely training more than 500 personnel in small arms and weapons qualifications including the 9mm, M-4 Carbine, M-240G machine gun, M-16 and M-14 rifle, and M-79 and M-203 grenade launchers. The division provided invaluable training in preparation for the ship's pre-deployment Force Protection Exercise and played a key role in six SWARMEX's with the embarked helicopter squadron. Gunner Turner turned the division over to Gunner Bodine in April.

G-3 provided the majority of personnel supporting CVW-14's Fallon Weapons Detachment. Led by Gunner Dosen the division's 29 personnel assisted in the safe and efficient assembly of more than 106 tons of ordnance. G-3 also assembled and deployed the first 1,000 lb class Joint Direct Attack Munition (JDAM) used with the F/A-18E Super Hornet. G-3 stowed, handled, and assembled over 6,884,539 pounds of conventional ordnance throughout the year, all mishap free.

G-4 was instrumental in guaranteeing the safe and efficient movement of all the ordnance in LINCOLN and lived by its creed, "All nine UP & UP!" More than 75,000 maintenance man-hours were required to maintain and sustain the finest weapons elevators in WESTPAC. G-4 qualified 54 personnel as weapons elevator operators and 208 personnel were qualified or re-qualified as 'EE' forklift operators. The division was also able to replace seven door/hatch operating cylinder rods and 42 hydraulic gland seals resulting in a savings of over $34,000 for the Navy. G-4 DIVOs changed in November with CW02 [redacted] taking over the division from Gunner [redacted]

G-5 provided outstanding technical and administrative support to the entire department. G-5 tracked 100 Conventional Ordnance Deficiency Reports and updated 350 publications. The division skillfully managed the department's limited TAD budget, obtaining critical schools and training for 278 personnel. They also handled and routed over 9,300 pieces of inter and intra-office correspondence. Warrant Officer [redacted] turned the division over to Gunner [redacted] in December.

Security continued to provide outstanding force protection and internal ship's physical security throughout 8 port visits on WESTPAC 2002. The division provided key training for the Ship's Self Defense Force and also maintained 100 percent Anti-Terrorism Level 1 training for all personnel embarked in LINCOLN. The Division performed superbly on COMNAVAIRPAC's LEPs inspection and the pre-deployment Force Protection Exercise conducted by COMTHIRDFLT.

Throughout 2002 Weapons Department distinguished itself as the standard by which the rest of the fleet measures itself. The department achieved an unprecedented level of efficiency and mission accomplishment, which greatly contributed to USS ABRAHAM LINCOLN's overall mission.