DEPARTMENT OF THE NAVY
USS ABRAHAM LINCOLN (CVN 72)
FPO AP 96612-2872

5757
Ser 113/356
29 May 2004

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

Subj: COMMAND HISTORY FOR CALENDAR YEAR 2003

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command History for 2003
(2) Biography of Commanding Officer
(3) Welcome Aboard Booklet

1. Per reference (a), enclosures (1) through (3) are forwarded.

J. M. DANIELS
By direction

USS ABRAHAM LINCOLN (CVN 72)
COMMAND HISTORY 2003

Enclosure (1)

2003

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 2003, Captain Kendall Card served as Commanding Officer. Captain (Sel) Ron Horton served as Executive Officer. CMDCM (SW/AW) John O'Banion served as Command Master Chief. The ship's chain of command as of 31 December 2003 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 Walter F. Doran
COMNAVAIRPAC	VADM Michael D. Malone
COMCRUDESGRU THREE	RDML J. L. Shuford

c. Department Heads serving on board ABRAHAM LINCOLN as of 31 December 2003 were:

Administrative Officer	CDR Oren Jeffries
AIMD Officer	CDR Gregory Stanley
Air Officer	CDR Jeffrey Kirby
Combat Systems Officer	CDR Ronald Center
Command Chaplain	CDR Paul Wrigley
Command Judge Advocate	LCDR Mark Holley
Dental Officer	CDR Mark Colaianni
Engineering Officer	CDR Frank Simei, Jr.
First Lieutenant	LCDR Gregory Worley
Senior Medical Officer	CDR Gale Goyins
Navigator	CAPT (Sel) Raymond Ginnetti
Operations Officer	CAPT William Griffin
Public Affairs Officer	LCDR John Daniels
Reactor Officer	CAPT Thomas Reese
Safety Officer	CDR Diego Corral
Supply Officer	CAPT (Sel) Michael Fabish
Training Officer	LCDR Carla Blair
Weapons Officer	CDR John Geisen

2. Chronological Listing of Significant Events

1/01 - 1/05	Enroute to Freemantle, Australia
1/06 - 1/20	Inport Freemantle, Australia
1/21 - 1/31	Enroute FIFTH Fleet AOR
2/01 - 3/18	Operation SOUTHERN WATCH (OSW) Operations
3/19 - 4/12	Operation IRAQI FREEDOM (OIF) Operations
4/13 - 4/25	Enroute Pearl Harbor, HI
4/26 - 4/27	Inport Pearl Harbor, HI
4/27 - 5/01	Enroute Naval Air Station North Island, CA
5/01 - 5/02	Commander-in-Chief Embarked
5/02 - 5/03	Inport Naval Air Station North Island, CA
5/03 - 5/05	Enroute Naval Station Everett, WA
5/06 - 6/23	Inport Naval Station Everett, WA
6/24	Enroute Naval Base Bremerton, WA
6/25 - 12/31	Commence DPIA PSNS, WA.

3. Narrative. The following accomplishments highlight ABRAHAM LINCOLN's performance in CY 2003:

DEPLOYMENT STATISTICAL BREAKDOWN

Pure Numbers

- 12,675 takeoffs and traps
- 16,500 sorties
- Boarding rate 91 percent
- OEF/OSW used 265,118 pounds of ordnance
- OIF used 1.6 million pounds of ordnance
- 21 million gallons of JP-5
- Steamed over 102,816 nautical miles by Hawaii return
- Produced 80 million gallons of water

Personnel

- 352 reenlistments for $4.5 million in tax-free reenlistment bonuses
- 150 births (new fathers)
- 425 American Red Cross messages (announcing births, deaths, family emergencies, etc.)
- 1,200 PREVENT graduates (substance abuse prevention class)

Weather (Ship's Meteorology Division)

- 10,600 station observations

- 32 OSW strike briefs
- 179 OIF strike briefs

Warfare Specialist Qualifications (ship's company)

- 735 ESWS Qualified
- 415 EAWS Qualified

Supplies and Food

- 28 UNREPS taking on 8,274 pallets of supplies
- 42,107 gallons of milk at $158,950
- 161,839 lbs of coffee at $67,500
- 19,100 lbs of bacon at $151,535
- 50,600 lbs of chicken at $56,800
- 27,275 lbs of steak at $193,111
- 16,000 lbs of shrimp at $167,170
- 28,808 lbs of hot dogs at $83,640
- 29,000 lbs of hamburgers at $70,500
- 50,500 lbs of freedom fries at $29,200
- 2,403 gallons of ice cream at $31,380
- Number of haircuts this deployment: 35,000
- Number of cans of soda sold: 1,412,574 for approximately $706,287 in sales
- $4,285,698 in sales for the entire Ship Store operations
- Total amount of mail handled: 1,126,226 lbs
- 48,445 off-ship supply requisitions/orders

Engineering/Damage Control Training and Preparation

- Command Damage Control Qualifications attained: 3,893
- 578 locksmith repairs
- 2,781 engraving jobs completed
- CBR - 6,000 gas mask canisters at $81,000
- Liquid oxygen/nitrogen produced: 39,747 gals
- Plastic Waste processed: 457,800 lbs

Ship's Fire Department responded to:

- 3 Class "A" fires
- 1 Class "B" fire
- 2 Flooding incidents
- 7 Toxic gas responses

- 20 electrical fires

Department Statistics

Aircraft Intermediate Maintenance Department (AIMD)

- Repaired and made Ready-For-Issue 33,982 repairable items, achieving a 71 percent repair rate during the deployment, two percent above the CNAP average repair rate and the highest of any CNAP CV deployers and saving over $205 million in stock replenishment costs.
- Accomplished depot level repairs valued at $8 million in avoided depot level repair costs.
- Processed over 38,900 items between July 2002 and April 2003 in support of Carrier Air Wing FOURTEEN and the Battle Force Intermediate Maintenance Activity (BFIMA) program for ABRAHAM LINCOLN Battle Group assets.
- Supported 29,837 Carrier Air Wing flight hours.
- RFI'ed (18) F404, (17) F414. Issued 85 engines for nine different type model series aircraft.
- Qualified 110 EAWS, 35 ESWS.
- 55 re-enlistments for 274 years of total service and $912,000 worth of SRB. Received COMPACFLT honor roll for retention, with a rate of 87.5 percent.
- Scheduled 62 schools.
- Awarded the Black "E" for AIMD Excellence.

Combat Systems Department

- 540,000 record messages received
- 27,000 record messages transmitted
- over 3,000,000 e-mails processed
- over 200 video teleconferences conducted

Deck Department

- Conducted nine precision anchorages
- Conducted crane operations 13 days of a 14-day working port visit in Perth, Australia. Loaded over 200 Conex boxes with supplies and parts for the flight deck non-skid and catapult repair along with stores and mail.

Dental Department

- Patients: 16,676
- General Cleanings: 4,316
- Fillings: 2,315
- Root Canals: 227
- Extractions: 1,618
- Crowns: 272
- X-rays: 2,932

Legal Department

- 1,274 Powers of Attorney
- 1,415 tax returns for $1,542,590 in refunds

Safety Department

- Major personnel injuries 0
- Loss of life 0
- Loss of aircraft 0
- VERTREP/CONREP Mishaps 0

Training Department

- Temporary Duty (schools, TAD, etc.) Orders written: 651 (before Hawaii)
- Temporary Duty Money Spent: $1,195,668
- Junior Indoctrination Graduates (New Sailors): 720
- Senior Indoctrination Graduates (New Sailors): 205
- Total Indoctrination Graduates: 925

MISSION ACCOMPLISHMENTS/BRIEF SUMMARY

During CY 03, ABRAHAM LINCOLN performed the longest and most successful nuclear powered carrier deployment in Navy history. The ABRAHAM LINCOLN/Carrier Air Wing FOURTEEN (CVW-14) team provided superior support to Commander, FIFTH Fleet during around-the-clock combat operations. Their support was crucial to the success our nation enjoyed during Operations ENDURING FREEDOM, SOUTHERN WATCH and IRAQI FREEDOM. These successes, achievements, and contributions were the result of a highly trained and motivated crew firmly committed to combat readiness. The leadership and innovation of ABRAHAM LINCOLN Sailors led to more than ten million dollars in cost savings and countless improvements in operational capability, material condition, and

quality of life. The crew is dedicated to continued success and to the ideals exemplified in her motto ***"SHALL NOT PERISH"***. ABRAHAM LINCOLN completed a ten-month deployment to the Arabian Sea and Arabian Gulf in direct support of Operations ENDURING FREEDOM, SOUTHERN WATCH, and IRAQI FREEDOM.

Persistent, well-managed maintenance and focused repair efforts, teamed with a dedicated crew, ensured ABRAHAM LINCOLN and Cruiser-Destroyer Group THREE met and exceeded all operational commitments while projecting American sea and air power whenever and wherever called upon. Specific accomplishments include:

- Deployed days: 290 (218 in FY03, longest CVN deployment ever)
- Total sorties flown: 16,500
- Total ordnance dropped on target: 1.865 million pounds
- Nautical miles steamed: 102,816 NM
- Total flight hours flown: 29,837
- Total Aircraft Intermediate Maintenance Department (AIMD) aircraft components repaired: 33,982
- Total Battle Force Intermediate Maintenance jobs performed: 1,479

EXTENDED DEPLOYMENT FIRSTS

Not only did the men and women of the ABRAHAM LINCOLN set the pace during the war with Iraq, they achieved many carrier aviation "Firsts" including:

- First deployment of F/A-18 E/F Super Hornets.
- First carrier deployment of Man Overboard Indicating system (MOBI).
- First carrier deployment of the new Jet Engine Test Instrumentation (JETI) system.
- First large unit to complete smallpox vaccinations while deployed.
- The largest "Media Embed" on record; 31 External Media personnel embarked.
- First carrier to accomplish functional tele-radiography link with CONUS referral hospital via satellite.

Following the ABRAHAM LINCOLN's return to Everett, the crew went into action preparing and upgrading weapons systems and spaces as part of the Drydocking Planned Incremental Availability (DPIA) at Puget Sound Naval Shipyard (PSNS). 68 major ship

alterations were planned and executed by Ship's Force personnel teaming with the Puget Sound Naval Shipyard and numerous private industry contractors. At a total cost of $250 million, ABRAHAM LINCOLN will complete its overhaul and take on the challenges of this new millennium. Major Shipalts include:

- Smart Carrier upgrade. Allows monitoring of critical systems while reducing overall manpower requirements with increased efficiency and data accuracy.
- CASS RF/High Power/Electo-Optical. Gives AIMD capability to repair F/A-18 E/F Super Hornet Avionics repairable assemblies.
- CVIC upgrade. Allows faster information flow of intelligence information and real-time current operations picture for the Strike Group Commander.
- JP-5 fuel delivery/management system upgrade. Replaces old analog technologies with digital and automated fuel management capabilities.

During the 2003 DPIA ABRAHAM LINCOLN Sailors performed an extremely large amount of work packages to ensure all required maintenance was completed. Some of the most noteworthy jobs performed by the crew include:

- Initiated and performed 326 ship's force jobs in support of overhauling nine weapons elevators.
- Replaced 44 Chemical Holding Tank (CHT) soil and waste diverters and scupper valves and 123 remote operating gear assemblies.
- Chemical cleaning of over 40,000 linear feet of CHT waste and soil piping in 18 CHT zones.
- Replacement of 23 salt-water reducing stations to include 23 2" gate valves, 23 2" relief valves, and 23 reducing valves.
- Complete refurbishment of forward and aft CHT tanks and 200 feet of aerator, sprinkler, suction and discharge piping.
- Conversion of Eddy Pumps and controllers. In order to integrate with the Smart Carrier system and allow monitoring through Machinery Control Stations and Integrated Condition Assessment System, ships crew replaced all float switches with RADAR Tank Level Indicators.
- Replacement of over 500 feet of soil and waste piping throughout the ship.

Once the ship entered the drydock of PSNS, a number of Self-Help programs were instituted. The ship organized a number of "Tiger Teams" to attack the major self-help projects onboard. These teams were responsible for long matting, tile, paint, lagging, non-skid, ventilation, and ready room chair overhaul. By utilizing these teams, ABRAHAM LINCOLN has saved over one million dollars and has ensured the spaces are kept in the best possible material condition. The following work was accomplished in FY03:

- Long Matting: 60,730 sq. ft.
- Tile Team: 24,175f sq. ft.
- Paint Team: 112,255 sq. ft.
- Ready Room Chairs: 287

Repair Division's Weld Shop supervisor trained six personnel in the complex brazing technique required to repair 325 of the ships watertight doors during DPIA. This effort saved the Navy $250,000 in contractor cost for the replacement of the non-ferrous wedges and striker plates. Weapons G-2 Division performed around-the-clock maintenance on the magazine sprinkler system, rebuilding 16 of 32 main control valves and 156 of 240 assorted valves. The effort alone saved the Navy $50,000 and ensured the integrity and safety of the magazines.

Community Relations (COMREL) Projects

ABRAHAM LINCOLN Sailors were very involved in all sorts of community programs including children sports programs, "Adopt a School", volunteer tutoring for the local high schools, Boy Scouts of America, and church groups. In addition to the many volunteer activities, ABE Sailors supported charities including: food drives, telethons, Toys for Tots, Meals on Wheels, UNICEF, Navy Relief, and CFC.

The ABRAHAM LINCOLN "Mustang Association" is a leader onboard for many of the community projects. During the holidays they raised funds and solicited donations to provide holiday meals for needy military and civilian families.

The Sailors of the ABRAHAM LINCOLN were not only heavily involved with both the local community in Everett, but also the various countries while on deployment. A total 12 COMREL projects were planned and conducted during the deployment. Many of these projects focused on underprivileged children from orphanages and the elderly. Over 300 Sailors selflessly volunteered free time during these port visits. Their selfless

contributions will have a lasting impact on the lives they've touched and serve to promote the goodwill of the United States. COMREL projects during this last year included:

- Hong Kong. Crossroads International, Pine Hill Village, Salvation Army, St. Barnabas Society and Home.
- Singapore. Gracehaven Children's Home, Yio Chu Kang MINDS Development Center.
- Sasebo Japan. Hario Park-Kodomo House for children, Ten Shin Rho Home for children.
- Australia. Freemantle Hospital, Princess Margaret, Children's Hospital, Cottesloe Beach, Port Beach.

There are many factors that go into making a great warship but the most important of these is the people. The Officers, Chiefs and Sailors onboard ABRAHAM LINCOLN are among the best in the fleet. When faced with a seemingly insurmountable challenge, they adapted and overcame every obstacle in their path. Their leadership, dedication, and ingenuity have guaranteed mission success. ABRAHAM LINCOLN Departments provided many notable accomplishments for CY 2003:

Administrative Department

During CY03, ABRAHAM LINCOLN has been very proactive in ensuring the dedicated and hard working Sailors received proper recognition for a job "well done". The command takes great pride in rewarding the right people. Over 500 personal recognition awards were processed including: one Bronze Star, 18 Meritorious Service Medals, 97 Navy and Marine Corps Commendation Medals, 213 Navy and Marine Corps Achievement Medals, 80 Flag Letters of Commendation, and 95 Letters of Commendation.

In CY 2003, ABRAHAM LINCOLN conducted over 500 reenlistments and issued over $6,000,000 in Selective Reenlistment Bonuses (SRB). The career counseling division submitted over 1,500 personnel action requests supporting Sailors career options.

Under the Command Advancement Program (CAP) the CO meritoriously advanced 32 Sailors to the next rank, including: two E-6's, six E-5's and 24 E-4's.

ABRAHAM LINCOLN teaming with Naval Stations Bremerton and Everett hosted the "2003 Center for Career Development Career Decision Fair". The entire crew and more than 200 spouses attended various career information briefs including enlisted

detailing, advancements, selection board process, "A" school screening, and seminars on savings and investments. Additionally, the ship hosted the enlisted detailers that included the PERS-4010 "A" school detailer. This opportunity allowed Sailors, in the window for reenlistment, every possible tool to help them in the decision process.

In CY03, The Educational Services Office administered 2,622 rating exams and achieved an overall advancement rate of 28 percent, 7 percent above the Navy average. 723 ABRAHAM LINCOLN Sailors were advanced to the next pay grade.

Cycle 176 (September '02)

E-6 ELIGIBLE: 115	SELECTED: 35	30.4%	(Navy average: 20.7%)
E-5 ELIGIBLE: 656	SELECTED: 124	18.9%	(Navy average: 19.6%)
E-4 ELIGIBLE: 395	SELECTED: 171	43.3%	(Navy average: 43.8%)

Cycle 177 (November '02)

E8 ELIGIBLE: 67	SELECTED: 19	28.4%	(Navy average: 11.9%)
E9 ELIGIBLE: 19	SELECTED: 6	31.6%	(Navy average: 14.9%)

Cycle 178 (January '03)

E7 ELIGIBLE: 213	MADE BOARD: 134	62.9%	(Navy average: 60.6%)

Cycle 179 (March '03)

E-6 ELIGIBLE: 150	SELECTED: 47	31.3%	(Navy average: 20.5%)
E-5 ELIGIBLE: 687	SELECTED: 128	18.6%	(Navy average: 18.2%)
E-4 ELIGIBLE: 406	SELECTED: 163	40.1%	(Navy average: 42.4%)

Drug and Alcohol Program Advisor (DAPA)

Over 1,845 junior Sailors were provided PREVENT, over 1,190 junior Sailors were provided AWARE training, and over 110 senior enlisted Sailors were provided Alcohol and Drug Abuse for Managers and Supervisors (ADAMS) training during 2003.

Educational Services Office (ESO)

ESO oversaw the advancement and off-duty educational needs for the crew, embarked air wing and staffs. Specifically:

- Administered over 2,500 advancement exams.
- Submitted 50 United States Military Apprenticeship Program (USMAP) packages to Commander, Naval Education and Training (CNET) which resulted in these Sailors being able to transfer their skills into civilian occupation specialties.

- Provided DANTES sponsored tests for CLEP, ACT, SAT, and pre-GED to hundreds of students.
- Handled materials for dozens of courses and proctored hundreds of exams for Sailors engaged in distance-learning courses.
- Actively sought and was granted special permission from OPNAV to carry the Armed Services Vocational Aptitude Battery (ASVAB) test to serve the needs of the entire ABRAHAM LINCOLN Battle Group while on deployment.
- Organized an education fair, at which ten local colleges and universities were represented.
- Processed 28 STA-21 candidate packages and 19 LDO/CWO candidate packages for their submission to the respective selection boards.

Personnel

Issued over 2,500 Common Access Cards (CAC) via Defense Enrollment Eligibility Reporting System (DEERS) mobile site.

XO's Admin

Personnel Recognition Programs implemented during 2003, and ensured Sailors received proper recognition for a job "well done". Over 500 personal recognition awards were processed including one Bronze Star, 18 Meritorious Service Medals, 97 Navy and Marine Corps Commendation Medals, 213 Navy and Marine Corps Achievement Medals, 80 Flag Letters of Commendation, and 95 Commanding Officer Letters of Commendation.

Command Career Counselor

ABRAHAM LINCOLN teamed with Naval Stations Bremerton and Everett to host the Center for Career Development 2003 Career Decision Fair. The entire crew and more than 200 spouses attended various career information briefs which included enlisted detailing, advancements, selection board process, "A" school screening, and seminars on savings and investments. ABRAHAM LINCOLN hosted enlisted detailers that included the PERS-4010, "A" school detailer and provided an enlisted placement coordinator from EPMAC.

During CY 2003 ABRAHAM LINCOLN conducted over 500 reenlistments and issued over 6 million dollars in SRB monies. The career counselors office submitted over 1,500 personnel action requests in support of Sailors career options.

Aircraft Intermediate Maintenance Department (AIMD)

During the first night of Operation IRAQI FREEDOM, ordnance personnel discovered broken linkages in seven BRU-32 Bomb Racks. AIMD initiated an investigation and discovered the broken linkages were caused by the release of 2,000-pound bombs. Applying Operational Risk Management (ORM), AIMD's Quality Assurance division quickly launched a Hazardous Material Report/Engineering Investigation notifying NAVAIR, AIRPAC, and all of the in-theatre carriers. ABRAHAM LINCOLN's actions were critical in minimizing impact on combat operations and could have possibly saved lives and aircraft.

Deployed for 134 days during CY03, maintenance and upkeep of the weapon systems was crucial to the success ABRAHAM LINCOLN experienced during combat operations. AIMD maintained all 289 complex avionics benches at an availability rate of 98.3 percent. AIMD performed over 61,000 maintenance actions and achieved an impressive 71.3 percent repair rate, the highest rate of any CNAP CV deployer.

Utilizing the new Jet Engine Test Instrumentation (JETI) system, AIMD Power Plants was able to repair and successfully test 37 F414/F404 engines valued at $112.5 million. AIMD also issued 90 engines which was instrumental in CVW-14's ability to maintain high fully mission capable rates.

Concerning Production Control Innovations and Improvements, leading the way was AIMD's Production Control that developed dependable lines of communication with their Persian Gulf AOR counterparts on USS CONSTELLATION (CV 64) and USS KITTY HAWK (CV 67). These efforts proved invaluable and allowed three Strike Groups to provide mutual repair and support capabilities. If one ship experienced a loss of capability, then both of the others were able to provide necessary in-theatre support.

In addition, AIMD provided over 40 critical repairs for CVW-2 and CVW-5 during Operation IRAQI FREEDOM. These repairs prevented the loss of valuable air assets during the intense air campaign.

Repair Division and AIMD established one of the most capable BFIMA on record. Performing 1,479 maintenance actions in support of the Strike Group, ABRAHAM LINCOLN's BFIMA team ensured total mission success of all units within the Strike Group. Some noteworthy accomplishments include:

- Assisted USS REUBEN JAMES (FFG 57) in repairing and aligning her AN/SPS-49 Air Search Radar just two days before Operation IRAQI FREEDOM began. This repair re-established full air defense support for ABRAHAM LINCOLN Strike Group and saved the Navy over $70,000 in repair costs.
- Our BFIMA team performed 29 Fly Away Team repair assist actions and averted 13 CASREPs, thus ensuring the integrity of the Strike Group during Operation IRAQI FREEDOM.
- CVW-14's Helicopter Squadron HS-4 was experienced difficulty keeping rotor blade stabilizers from fracturing and causing severe damage under heavy wind conditions. Repair Division provided a BFIMA supported endeavor to design and manufacture 20 intricate ball joints for the helicopter rotor stations. This 324 man-hour endeavor saved approximately $8,000 in replacement costs per incident.
- Assisted KITTY HAWK and CONSTELLATION by repairing FLIR, ALQ-126, ALR-67, and ALQ-99 components during combat operations in the North Arabian Sea.

For the deployment, AIMD's Quality Assurance (Q/A) Division kept AIMD and CVW-14 up-to-date on all critical safety and maintenance issues by issuing over 1,400 technical directives.

AIMD Q/A researched and submitted an Engineering Investigation for the Automatic Carrier Landing System (ACLS) control box, (AN/ASW-25). Shipboard technicians were unable to adjust or repair the control box according to procedures outlined in the manufacturer's manual. Initial response from the manufacturer indicated there was no problem with the manual or the control box. Further research by ship's Q/A personnel showed initial manufacturer's response was incorrect. AIMD's Q/A Division efforts resulted in a fleet-wide interim fix that was distributed by the manufacturer and NAVAIR.

Q/A performs a critical function in the performance of quality maintenance. In FY03, AIMD's Q/A Division performed the following:

- Audit's performed

Program Audits:	29
Work Center Audits:	49
DTPL Audits:	47

CDI Monitors:	92
Total	217

- NAMDRP reports submitted

TPDR	102
EI	18
QDR	10
CODR	2
HMR	1
Total	131

- Cost avoidance of Quality Deficiency Reports (QDR's): $190,000
- Technical Directives issued: 1408
- Publication changes issued: 5040

Four weeks prior to combat operations in Iraq, AIMD assisted VF-31 with a short-timeline incorporation of three JDAM technical directives (AVC 4997, AVC 5123, and AVC 5124) on 12 F-14D aircraft. AIMD completed the modification of all 12 APG-71 Digital Display Indicators, Data Processor, and AYK-14 Mission Computers in record time. AIMD's effort provided the Strike Group Commander with long-range F-14 bombing assets that became crucial during critical combat missions over Northern Iraq.

At the light industrial facility in Everett, WA, AIMD Support Equipment (SE) Division has undertaken the monumental task of re-working all 1,121 pieces of aircraft SE. All SE has been completely disassembled and rebuilt using new consumable parts. Using a CNAP budget of $130,000, this rehabilitation project will save the Navy over $550,000 and restore the material condition of all SE assets to a like new condition.

In addition to the BFIMA team efforts, AIMD performed over 61,000 maintenance actions and achieved an amazing 71.3 percent repair rate, the highest rate of any CNAP CV deployer. During Operation IRAQI FREEDOM, maintained a 71 percent RFI rate. Averaged only six ExReps during that period.

Production Control set priorities and managed superbly to attain the above superior numbers while supporting CONSTELLATION and KITTY HAWK with 40 critical repair and return RFIs during the war.

- QA issued over 500 Technical Directives.

- Maintenance Admin processed over 8,000 items of correspondence.
- Power Plants repaired 37 F414/F404 engines valued at $112.5 million and issued 90 engines of all type model series. Oil Lab performed over 400 BFIMA actions.
- Airframes and Hydraulics repaired over 1,950 items saving over $200,000 in depot level composite repairs.
- Paraloft performed over 450 BFIMA repairs and provided superior support to CVW-14 and all DV's throughout the deployment.
- Avionics provided the following:

    - o SHOP 1 Generators: Impressive 750 RFIs while maintaining a volatile MA-2 bench.
    - o SHOP 3 ECM: Assisted KITTY HAWK in the repair of 18 ALQ-126 RTs and ALR-67 computers.
    - o SHOP 4 FLIR: Groomed all F/A-18 FLIR systems prior to Operation IRAQI FREEDOM. Repaired six Optic Stabilizers for CONSTELLATION.
    - o SHOP 4A MICRO MIN: Over 6,000 2M repairs supporting all shops, repaired 40 SINS cables for Combat Systems.
    - o SHOP 5 ATE: Maintained the best E2C radar readiness of all time. 2,150 RFIs.
    - o SHOP 6: Provided Awesome TARPS availability.
    - o SHOP 7 RADAR: Maintained a 90 percent RFI rate during Operation IRAQI FREEDOM.
    - o SHOP 8 CASS: Number one production shop in AIMD! Repaired over 2,300 items.
    - o SHOP 9 COM/NAV: Had over 1,676 RFI's with an 87 percent RFI rate. Maintained the Captain's ARC-182.
    - o SHOP10 ELECTRICAL: Outstanding NVG repair rate. Performed 62 BFIMA repairs.
    - o SHOP 11 CALIBRATION: Monitored 9,300 shipboard and air wing calibration items. Completed over 4,000 cal actions.
    - o SHOP 12 CORROSION: Superior corrosion work as well as maintained 100 departmental spaces.
    - o SHOP 15 ORDIES: Monitored 2,400 AAE items and had a 97 percent repair rate.
    - o SHOP 18: VAQ-139 says they provide the best support. Repaired four ALQ-99 transmitters for KITTY HAWK.

Support Equipment provided a 98 percent availability rate. Not one sortie missed due to unavailability. Painted the NASCAR #21 tractor and the Christmas tractor.

SEA OP DET provided the necessary skills to support CVW-14 from Whidbey, Lemoore, Oceana, Point Mugu and North Island AIMDs. A total of 145 Sailors joined the AIMD team and were key in building the Navy's finest AIMD.

Air Department

Air Department technicians worked tirelessly keeping the flight deck fully mission capable throughout deployment. During combat operations in the Gulf, inspections of the arresting gear cables revealed a premature deterioration of the #4 cable. The #4 cable was disabled to prevent any aircraft from using it in this unsafe condition. After 18 hours of sustained flight operations ended at 02:30 AM, Air Department's V-2 Division performed an emergency re-reeve of arresting gear number four. Working through the night, the V-2 Sailors accomplished the daunting task just prior to the next day's first strike.

The Air Department continues to be the finest in the fleet, with the hardworking Aviation Boatswain's Mates leading the charge to support DPIA. Air Department's Aviation Fuels Division completed an at sea combat repair to #4 service filter cross-connect valve and repaired damage caused by a fire in #5 service pump motor controller during Operation IRAQI FREEDOM. Both depot level repairs were performed at the peak of combat operations. V-1 has performed the quality assurance monitoring of non-skid application to 97 percent of the flight deck encompassing 152,745 square feet. Additionally, the division has completed the complete refurbishment of 22 light locker tops, 75 percent of all flight deck coaming, six crash and salvage hose baskets, two division spaces and partial refurbishments of 330 square feet of island structure.

V-2 Division successfully completed 66 maintenance actions. Critical maintenance was performed on catapult and arresting gear systems, including removal and peening of steam piston cylinders on three catapults and restacking of sheave assemblies on three arresting gear engines.

The V-3 division began DPIA period with 29 percent of the division attending various schools or training evolutions. Further, they have commenced the refurbishment of 14 assigned spaces, 11 lagging jobs, and are currently overseeing the repair of 18 hangar-bay flood drains.

V-4 division safely and efficiently off-loaded 725,000 gallons of JP-5 during three high-visibility pier-side evolutions. They

removed the forward and aft JP-5 fuel control consoles to facilitate the Smart Carrier upgrade installation. V-4 personnel commenced the refurbishment of 18 flight deck and hangar deck aircraft refueling stations, and removed 12 JP-5 flood and drain manifolds from the two JP-5 pump rooms. Additionally, they opened, cleaned and inspected 68 JP-5 fuel tanks all in support of DPIA workload.

Barge Department

With the ship being declared "uninhabitable" for the DPIA, the Barge/Berthing Department had:

- Coordinated the crew offload and supervision of overhauls in 32 berthing areas and 14 heads.
- Redistributed berthing areas on board to support a Reactor duty section and Inport Emergency Team.
- Redesignated head facilities on board to support ship and shipyard access.
- Facilitated the offload of all 5,000+ mattresses to replace them with new inter-spring, fire-retardant ones mattresses.
- Transferred 880 personnel to the CBQ.
- Housed 500 duty section personnel on the APL-62 berthing barge.
- Transferred most administrative and service functions to the barge to support crew needs, including Medical, Dental, Supply (to include dining, disbursing, ship store, barber shop, post office, MWR and workout facility), Admin, Legal, Security, Chapel, Training (six classrooms), and lockers for over 200 personnel.

Combat Systems Department

During preparations for Operation IRAQI FREEDOM, CS-5 Division was tasked to provide communication support to the Royal British Navy. This tasking required that the Royal Navy's secure "Brent" telephone interface with ABRAHAM LINCOLN'S communications suite to allow compatible transmissions compatible with other Royal Navy secure telephones and units. Other Strike Groups had never successfully accomplished this type of joint operation despite several attempts. The Royal Navy submariners embarked ABRAHAM LINCOLN, established communications via the "Brent phone" circuit and were able to successfully execute Tomahawk tasking to British submarines. Shortly after establishing connectivity, a shore-based casualty occurred disabling ABRAHAM LINCOLN's ability to transmit U.S.

Tomahawk tasking to ships in the Strike Group. The entire mission was then transmitted and executed through the British secure circuit and further relayed to U.S. ships in the Strike Group.

During Operation IRAQI FREEDOM, ABRAHAM LINCOLN was designated Force Over-the-horizon Track Coordinator (FOTC). ABRAHAM LINCOLN's main responsibility was to maintain the "big picture" with respect to all surface, subsurface, and air platforms being reported by all coalition ships in the operating area.

While conducting combat operations, a problem with the FOTC database caused the computer to randomly crash. After weeks of troubleshooting, it was discovered that a software fault limited the number of units that could report tracks to the database. ABRAHAM LINCOLN Sailors identified the problem, aggressively pursued a work around, and thus enabled the Strike Group Commander uninterrupted surface, subsurface, and air intelligence data.

During deployment, ABRAHAM LINCOLN worked to ensure all critical maintenance functions supporting the air wing and strike group were carried out with the highest levels of quality and success. Prior to the start of hostilities in Iraq, the AN/USC-38 Extremely High Frequency (EHF) antenna system slip ring assembly failed. Sailors re-routed the EHF circuit channel to an unused slip ring (normally a depot level job) restoring EHF satellite connectivity to the Battle Group Tomahawk Land Attack Missile (TLAM) circuit. This repair was crucial to the success of ABRAHAM LINCOLN Strike Group's initial strikes in the "shock & awe campaign" of Operation IRAQI FREEDOM.

Combat Systems Department corrected over 50 casualties to various fire control systems while maintaining a 98 percent total equipment operational readiness posture. Performing over 1,200 PMS checks, they ensured ABRAHAM LINCOLN's defensive weapon systems were ready for any possible threat.

Sailors from Combat Systems Department provided flawless telephone service for the Secret Service, White House staff, and White House media during President Bush's visit. Installing over 5,000 feet of temporary phone lines to the flight deck, flight deck island, and hangar bay, they assisted with technical set-up for the first presidential address from an underway ship ensuring the address went on time and on queue.

Leading the way in morale enhancement, Combat Systems Department created a Video Tele-Training (VTT) program that allowed the crew the opportunity to communicate with loved ones by video teleconference. This program greatly improved crew morale throughout the extended deployment. Over 2,000 Sailors and family members from ABRAHAM LINCOLN and CVW-14 took part in the program. Combat Systems' CS-5 Division administered the program and maintained all VTT equipment.

Deck Department

Maintaining ship's readiness during deployment was a key factor to ABRAHAM LINCOLN'S success. Deck and Supply Department conducted over 40 underway replenishment (UNREP) evolutions transferring over 6,000 pallets of stores and ammunition and 30 million gallons of JP-5 fuel. Their combined efforts ensured autonomous sustainability of the ship and air wing, while maintaining fully stocked magazines in support of combat operations. All UNREP operations were completed without a single mishap.

Simulating small boat attacks in preparation for operations in the Arabian Sea, the ready lifeboat crew conducted two small boat exercises during the FY03 deployment. Due to superb upkeep, maintenance, and training, ABRAHAM LINCOLN's boat crew subsequently aided USS SHILOH (CG 67) Boat Officer during one exercise when their boat became disabled while under simulated attack.

As the test platform for the new MOBI system, ABRAHAM LINCOLN's boat crews provided invaluable feedback to the OPNAV staff regarding the MOBI system.

During an UNREP with USS PAUL HAMILTON (DDG 60), ABRAHAM LINCOLN's Re-fueling Station 21 experienced a casualty on the high-line tensioning winch. This casualty prevented the ship from supplying needed fuel to smaller Strike Group ships. In minimal time, Deck Department Sailors conducted a rigorous overhaul of the unit. The following day their efforts culminated with the successful refuel of PAUL HAMILTON.

Deck Department consists of three divisions with 112 personnel that are responsible for the upkeep and maintenance of the ship's sides and over 100 spaces. The department maintains and operates eight underway replenishment stations, ship's boats, the boat and airplane crane, and two anchor systems.

Deck Department engineers repaired casualties to the boat and airplane crane and Station 9 Sliding Padeye while deployed in support of Operations SOUTHERN WATCH, ENDURING FREEDOM, and IRAQI FREEDOM.

Deck Department Crane Crew safely conducted all deployment and recovery of all stores and small boats. The crane currently remains in lay up for DPIA 03 and will be load tested at the conclusion of FY03 Maintenance Period.

During UNREP operations Station 9 sliding padeye ball nut retainer capscrews sheared from the carriage assembly. In coordination with Port Hueneme technical representatives, Deck Department Engineers undertook depot level troubleshooting and repair while Deck Riggers removed the ball screw and nut from the overhead. Deck engineers repaired Station 9 carriage assembly and electric motor unit initiating a departure from specifications. Subsequently, the sliding padeye operated flawlessly and aided transferring of over 2,000 pallets of ammunition and stores.

In addition to rigging Station 9 Sliding Padeye Deck Riggers transferred into place a two-ton fire pump and numerous compressor fans for two of the ships air conditioning units. Their expertise ensured the ship's firemain and air conditioning systems were fully operational.

Deck Department's ready lifeboat crew conducted two small boat exercises during deployment simulating small boat attacks in preparation for operations in the Arabian Sea. Due to superb upkeep, maintenance, and training, ABRAHAM LINCOLN's Boat Crew subsequently aided SHILOH's Boat Officer during one exercise as their boat became disabled during the simulated attack. Additionally, as the test platform for the new Man Overboard Indicator System, ABRAHAM LINCOLN's boat crew was able to provide invaluable input to the CNO during his visit while on deployment.

Deck Department conducted over 40 replenishment-at-sea evolutions transferring over 6,000 pallets of stores and ammunition and 30 million gallons of fuel to ensure sustainability of the ship and air wing as well as maintain fully stocked magazines in support of Operations SOUTHERN WATCH, ENDURING FREEDOM, and IRAQI FREEDOM. All operations were completed without personal injury or serious damage to equipment and resulted in maintaining the highest state of readiness.

Once again, UNREP operations, Station 9's sliding padeye ball nut retainer cap screws sheared off from the carriage assembly. In coordination with NAVSEA Tech Reps, Deck Department Sailors undertook depot level troubleshooting and repair procedures to avert a major CASREP. Personnel worked around-the-clock repairing the carriage assembly and electric motor unit, and initiated an approved departure from specifications. The repairs ensured critical UNREP equipment was fully operational for the remainder of the extended deployment. Maintaining the boat and airplane crane was vital to the ship's successful mid-cruise maintenance period and extended deployment. While anchored in Perth, Australia during heavy operation, an unusual noise and erratic movement was heard coming from the crane. Deck Department Sailors quickly troubleshot and correctly identified the problem as a severed rotational cable-connecting pin. The Sailors were able to expedite repair, ensuring continued operation of the crane to support the flight deck nonskid refurbishment project. Assisting Reactor Department with installing a 2,500 lb Fire and Flushing Pump, Deck Department riggers transported the equipment from the main deck to the seventh deck Aft Main Machinery Room. Additionally, Deck riggers removed, replaced, and re-installed an 1,800 lb Main Air Conditioning Compressor. This job required moving the compressor 150 frames and five decks to A/C Machinery Room #3.

Habitability work by Deck Department's paint team was top-notch, as they completed the preservation of 124 spaces totaling over 84,000 square feet. Deck Department also completed the refurbishment of both boat booms, the B&A Crane Deck, fueling-at-sea sponsons, line handling stations, and numerous other departmental spaces.

Dental Department

During ABRAHAM LINCOLN'S DPIA, Dental Department refurbished the entire clinic from the operatories to the supply rooms. Each of the seven operatories is receiving new Painted Resin Composite (PRC) decking and new ADEC dental chairs and units. Dental Department's main Supply/LCPO office is being renovated with new cabinets, tile flooring, and new desks.

Dental Department provided service out of a four-room/four-chair clinic onboard a barge while also utilizing the Naval Station Bremerton Dental Clinic. The Oral Surgeon worked temporarily at the Bremerton Naval Hospital and Branch Dental Clinic at SUBASE Bangor. The year ended with 88.74 percent Operational Dental Readiness (ODR) for the combined 3,100 ship's company and 1,990

embarked air wing personnel. An aircraft carrier record Dental Health Index (DHI) of 56.41 percent was achieved in May and ABRAHAM LINCOLN was at 37.61 percent for the year.

Throughout the year, Dental Department treated 9,438 patients. These treatment visits encompassed the full spectrum of dental services provided on board. Throughout the year the clinic provided 1,951 dental cleanings, 1,163 fillings, 108 root canals, and extracted 653 teeth and fabricated and delivered 66 crowns. These particular services totaled in excess of $1,000,000 and were essential to maintaining the operational readiness the ship and air wing.

Dental Department augmented with Medical Department's Watch, Quarter, and Station Bill during all General Quarters and Mass Casualty drills and provided support to the Ship's Surgeon during medical emergencies and supplied a certified Basic Life Support instructor to teach and certify ABRAHAM LINCOLN Sailors in CPR. Additionally, the department provided personnel for the Medical Training Team and conducted training in CBR Defense, First Aid, and safe transportation of patients.

During deployment, the Dental Department made three deployments to USS MOBILE BAY (CG 53), USS SHILOH (CG 67) and USS FLETCHER (DD 992). These three deployments allowed 157 patients to receive otherwise unavailable dental services in theater while underway in the Arabian Gulf.

Dental Department received numerous personnel awards and recognition for outstanding achievements that included three immediate promotions under the command advancement program, one SSOY, one SSOQ, and one BJOQ selection, and four warfare qualifications.

Engineering Department

During the inport upkeep maintenance availability in Perth, Australia, the Weld Shop performed CASREP repairs to Catapult #1 accumulator drain piping; normally a depot level repair. With the help of stateside engineers, the Weld Shop was able to install a three-inch long radius elbow using permanent backing rings (within 12 hours of receiving the part) and thus avoided a catapult CASREP.

The reliability of the Aircraft Electrical Starting Stations (AESS) was an absolutely vital and irreplaceable link in the ships ability to perform its mission. During Operation IRAQI

FREEDOM, ships force electricians maintained 39 Flight Deck AESS. Access to the flight deck was very limited, not only due to the flight operations schedule, but also due to adverse weather conditions. Despite the narrow windows of opportunity, E-Division electricians were able to perform 553 repairs with only 850 total hours of flight deck access time.

During the maintenance availability in Perth, Australia, the Machine Shop assisted PSNS engineers in the rebuild and replacement of the #4 Main Engine Attached Lube Oil Pump. Sailors worked tirelessly replacing three shafts, two worm drive gear sets, and six bearing assemblies, all in under 36 hours. During Operation ENDURING FREEDOM, Jet Blast Deflector (JBD) #1 failed due to improper manufacture of an actuator base that opens and closes the deflector. Approximately 15 feet of 2.5 inch and 3 inch cooling piping and 16 braze fittings were destroyed in the casualty. Working around-the-clock, departmental personnel were able to repair the JBD and begin Catapult #1 flight operations within 12 hours of the casualty.

Auxiliary Division's Air Conditioning and Refrigeration (AC&R) Division performed unprecedented maintenance for a deployed carrier. Through perseverance and technical skill, the division overhauled two 7-ton refrigeration compressors that had failed during the deployment, normally a depot level project.

Auxiliary Division personnel routinely corrected equipment malfunctions on air conditioning, refrigeration, freezer, and chiller box units by troubleshooting and replacing strainer cartridges, thermal expansion valves, and power valve assemblies. During FY03, Auxiliary Division successfully answered 450 air conditioning related trouble calls, maintaining perfect reliability throughout deployment.

While in port Singapore, ABRAHAM LINCOLN experienced a failure of the #3 Ship's Service Turbine Generator (SSTG) Auxiliary Lube Oil Pump. NAVSEA technical experts recommended a depot level repair and estimated replacing the drive shaft and bevel gears on the pump would take at least 150 man-hours to complete. Scheduled to get underway within 24 hours, four Reactor Machinery Division personnel completed necessary repairs in just 63 man-hours, with zero rework required.

Repacked over 150-catapult steam valves while underway, improving catapult system integrity and allowing over 13,000 successful catapult launches during the extended deployment. Additionally, they performed depot level repairs on six hot

water heaters, saving $25,000 in repair costs. Other significant events include:

- Two 363-ton Centrifugal A/C plant reduction gear overhauls, utilizing 500 man-hours and saving the Navy over $300,000 in outsourcing.
- Two 7-ton refrigeration plant compressor internal inspections and repair, utilizing 250 man-hours and saving the Navy $20,000 in repair costs.
- Performed underway repairs to the following Air Department equipment: 12 aircraft elevator stanchion banks, eight sets of elevator platform locks, four deck-edge doors and two hangar bay divisional doors.
- Conducted complete overhauls of #2, #3 and #4 High Pressure Air Compressors after multiple failures due to manufacturing and installation defects. The overhauls expended nearly 100 man-hours and saved the Navy over $50,000 in repair costs.
- By installing rubber sheathing on aircraft elevators wire rope cable hitch points, they made a required maintenance check obsolete saving hundreds of man-hours.

Engineering personnel researched and performed complex depot level maintenance on the ship's anchor windlass and steering machinery. Their efforts ensured the equipment was 100 percent operational at all times during the deployment. In addition, technicians responded 24 hours a day to operational casualties in aircraft elevators, ship electrical systems, and countless other vital ship auxiliary systems.

ABRAHAM LINCOLN'S BFIMA coordinators worked closely with Repair Division in the stand-up and implementation of the following industrial equipment improvements to the Sheet Metal Shop, Pipe Shop, and Machine Shop:

- Hossfield Bender: a tool that bends radii and angles on a wide variety of shapes ranging from small rods to pipes and tubing to flat stock and angle iron.
- Electro Arc Disintegrator: equipment electrically removes taps, drill bits, and other hardened materials.
- Rockwell Hardness Tester: measures the specific molecular density properties of a particular metal and gives the ship's workforce the ability to certify the hardness of metals in specialized repairs.
- Hermes Laser-Cutting System: allows a wide range of comprehensive fabrications and precision machining on a

wide variety of materials including fabrication of three-dimensional parts and components. This laser technology will also operate as an independent engraving machine and aide in the manufacture of instruction and safety placards throughout the ship.

- Motor Re-Wind Machine: enables the overhaul and testing of A/C and DC motors. This new machine will save hundreds of man-hours in speed of operation and increase BFIMA capabilities allowing larger three phase motor overhauls.

Some of the additional capabilities that proved to be invaluable for support of ABRAHAM LINCOLN Strike Group and Air Wing were spearheaded by Engineering Department:

Repair Division designed, manufactured, and installed a permanent fitting for a list control tank that took four hours to fill due to original design problems. These fittings cut the fill time down to one hour.

Currently under review and planned for fleet-wide installation, a recommendation was made by ABRAHAM LINCOLN to NAVSEA and York Corp., for the relocation of the cooling water source for three installed A/C plants from the third deck to a local supply. This relocation will prevent inadvertent isolation of the cooling source.

Sailors from the Pipe Shop designed and installed a new CO2 distribution system for the crew mess-deck soda fountain machines allowing repairs on one machine while the other remained operational.

Deck Department designed a new sling assembly for the Super Hornet's F414 engine container (first deployment of this engine). NAVSEA engineers later approved this sling for fleet-wide use.

Natural decay of food stored inside the Frame-44 reefer trunk would cause high levels of CO2 to build up on the fourth through sixth decks. These reefer boxes only had a re-circulating A/C unit installed with no supply or exhaust ventilation. Personnel loading and unloading stores complained of headaches after spending even small amounts of time in the space. Gas free checks of the space revealed CO2 levels of 16% or greater. Upon researching the ventilation system design, it was determined that this reefer should have been designed with a supply and exhaust ventilation system which was overlooked during construction. Engineering Department designed and installed a

vent pipe upstream of the A/C unit, allowing the reefer to continuously exhaust with no impact on reefer box temperatures. This single action eliminated the high CO2 levels and saved an average 50 man-hours per incident. This change has been submitted to NAVSEA for approval and installation on all Nimitz-class carriers.

Utilizing the Navy's premier "Waste not, Want not" program, Ready Resource Material Management (RRM), ABRAHAM LINCOLN coordinated with CNAP and located all required resources, at no cost to the command. This initiative saved the Navy more than $235,000 in Hull Maintenance and Electrical (HM&E) Repairables. Items ranged from simple braze fittings to a $40,000 package A/C and heating unit, to $48,000 in parts to rehabilitate the heads onboard the ship.

Saving the Navy an estimated $100,000 and several weeks of delivery time, Engineering Sailors repaired 25 Output Alignment Box cables. These cables were required to allow strike aircraft to update navigation data prior to mission launch in support of Operation IRAQI FREEDOM.

Showing great innovation, Repair Division established a Departmental Ships Force Availability System. This system has allowed departments to prioritize and schedule work within their assigned availability. The following statistics apply:

- Sheet-metal/Weld Shop - 960 maintenance actions, 11,520 man-hours.
- Carpenter Shop - 240 maintenance actions, 1,920 man-hours.
- Pipe Shop - 2,400 maintenance actions, 14,400 man-hours.
- Machine Shop - 288 maintenance actions, 3,456 man-hours.
- Engraving - 3,360 maintenance actions, 2,016 man-hours.
- Locksmith - 960 maintenance actions, 1,152 man-hours.

The ship's 2M-repair facility received 115 Circuit Card Assemblies for repair. Utilizing the Huntron Tracker, Gold Disk, and expert technicians, 2M successfully repaired 57 circuit cards, averting seven CASREPS and saved the Navy more than $170,000.

Upon return from deployment, Engineering Department eagerly attacked the task of removing and replacing 20 reach-in refrigeration units with ozone friendly reach-in units. They removed and replaced 25 washers and 32 dryers from the onboard self-serve laundry spaces and overhauled seven washer

extractors, six steam dryers, eight electric dryers, three dry cleaning presses, eight steam presses, and eleven scullery units. These efforts have saved the Navy $10,000 in installation costs.

During DPIA, Sailors performed a total overhaul of the aircraft elevator stanchion banks and locks, overhauled more than 100 catapult system steam valves, and replaced three hydraulic pump mechanical main seals. This effort alone took 18,720 man-hours and saved over $1.1 million in shipyard repair costs.

Utilizing specialized equipment and material provided by CNAP's Carrier Engineering Maintenance Assist Team (CEMAT), Engineering Department cleaned eight of the AC&R plant condenser units using Rydlyme. This effort reduced down time by 50 percent, saved 500 man-hours, and saved $40,000 in rework funds while achieving a five degree improvement in heat transfer capability.

Repair Division planned, supervised, and coordinated the construction and painting of a 1,000 sq ft presidential stage; 2,200 sq ft media platform, 1,800 sq ft tiered platform, two 1,200lb camera platforms, and three 150 sq ft speaker tables in preparation for the historic Presidential Address to the nation from the flight deck. White House representatives procured 14,538ft^2 of building materials and estimated at least 1200 man-hours to complete the project. Repair Division completed all platforms in less than 864 man-hours, utilizing only 5,639 sq ft of materials, saving 8,889 sq ft of building materials for future use.

Habitability upgrades were a constant focus for the Damage Control Division that developed a proactive program for the inspection and notification of Damage Control Petty Officers (DCPO) regarding fan coil discrepancies and filter problems. Their efforts reduced trouble calls and trouble shooting man-hours by 30 percent.

Sailors from Repair Division removed and replaced 25 washers and 32 dryers for three self-serve laundries and assisted with the design and installation of 15 washers and 20 dryers for a new fourth self-serve laundry space. In addition, Repair Division performed complete refurbishment of 133 onboard heads including replacement of 435 sinks, 181 urinals, 373 water closets, and 307 showers.

Auxiliary Division

While in port Freemantle, Australia, the Hydraulics workshop, EA01, completed maintenance on aircraft elevators that included greasing cables, hitch points, girders, stanchions, platform locks and other associated machinery. They also used this in port period to groom the anchor windlass units, deck edge divisional doors, calibrate the port and starboard steering rudder position indicators at all control stations, and reset the speed of travel to normal specifications on all aircraft elevators. After this short but much needed maintenance period, EA01 ended the three and a half months of continuous days at sea with all equipment one hundred percent operational. The arduous work did not stop once the ship returned to her homeport of Everett, WA. EA01 continued to overhaul and preserve all four aircraft elevator stanchion banks and platform locks and associated joints and linkages, replace all aircraft elevator heat exchanger sea water cut-out valves and complete over three hundred repair jobs in the ship's force work list during DPIA. Additionally, several upgrades were completed by depot level activities including: installation of rubber sheathing on aircraft elevator wire rope hitch points, refurbishment of steering rudders and rudder posts and bearings, sand blasting and powder coating of the anchors and chains. Their expertise and technical knowledge in hydraulic systems ensured ABRAHAM LINCOLN was able to continue and complete her assigned mission.

Auxiliary Division's Galley and Laundry Maintenance shop, EA02, developed and installed a new soda fountain drink supply system The refrigeration compressor unit for the aft walk-in reefer was replaced along with six ice machine evaporators. As a result of the outstanding condition of the galley and laundry equipment, ABRAHAM LINCOLN once again won the coveted Ney Award in 2003 for food excellence. This award only magnified the solid teamwork and cooperation between the Supply and Engineering Department. Once returned from deployment and housed in the shipyard, EA02 eagerly attacked the task of removing 20 reach-in refrigeration units with ozone friendly reach-in units, removing and replacing 25 washers and 32 dryers from the self-serve laundry mats and overhauling seven washer extractors, six steam dryers, eight electric dryers, three dry cleaning presses, eight steam presses, and 11 scullery units.

Auxiliary Division's AC&R, EA03, made their mark on ABRAHAM LINCOLN's readiness by performing maintenance that was unheard of for a deployed carrier. Prior to entering an extreme environment of the Arabian Gulf, EA03 technicians chemically cleaned and de-scaled the five refrigeration condensers to provide optimal cooling for critical combat systems, aviation

operations planning equipment, and crew living spaces. Additionally, EA03 overhauled two 363-ton A/C compressor and two 7-ton refrigeration compressors while deployed, a job normally executed at the depot level. They routinely corrected equipment problems on air conditioning, refrigeration, freezer, and chiller box units by troubleshooting, and replacing strainer cartridges, thermal expansion valves, and power valve assemblies. Overall, they successfully answered 450 A/C trouble calls throughout the deployment. A direct result of their pride in ownership led to maximum equipment readiness and a high level of crew morale, comfort, and combat readiness.

Auxiliary Division's Cryogenics Oxygen and Nitrogen (O2N2) shop, EA06, continued to produce ample amounts of oxygen for pilots and nitrogen for their aircraft tires throughout the remainder of the deployment. EA06 technicians have written 25 controlled work packages in support of O2 cleanliness and 180 work authorization forms (WAF) with 90% requiring tagouts to upgrade and repair essential equipment. They also overhauled four cryogenic pumps, cleaned and inspected both lube oil coolers, repaired fifteen O2N2 plant valves and removed twelve relief valves and two pressure switches for testing and calibration. Their perseverance and attention to detail guaranteed 100 percent turnaround rate for two operational O2N2 plants. EA06 personnel continued to take on the responsibility of providing filter-cleaning services for the entire ship resulting in improved ventilation. Due to their unique skills, EA06 positively impacted ABRAHAM LINCOLN's operations throughout the course of the year.

Technicians in Auxiliary Division's Outside Repair Shop, EA08, positively impacted crew morale by replacing over 200 faucets, scuttlebutts, showerheads, and other ship amenities. Additionally, they renovated all waste processor rooms and all compress melt units (CMUs) in order to increase the amount of trash, garbage, and plastic processed by the ship supporting the Navy's regulations regarding environmental protection. EA08 technicians also assisted NAVSEA installation teams in the conversion of all eleven conveyors to the Navy's Smart Carrier System. This conversion will improve the safe operation of ABRAHAM LINCOLN's vertical package conveyors.

Auxiliary Division's Catapult Steam workshop, EA10, never ceases to amaze the division. Due to their drive and perseverance, EA10 ensured continued flight operations by meticulously overhauling 30 steam valves and completing repairs on 60 other steam valves to maintain catapult steam pressure. These efforts

supported 2,122 launch cycles on CAT #1, 13,135 launch cycles on CAT #2, 24,907 launch cycles on CAT #3, and 34,023 launch cycles on CAT #4. Not only did they assist in flight operations, but they also ensured hot water heaters were operational to provide hot water for the crew. During the ship's availability, EA10 assisted in the removal and replacement of 15 water heaters and 45 gauges. In addition, they prepared their spaces to successfully pass the Material Condition Assessment allowing the ship's reactor to be started.

In addition to top quality preventive and corrective maintenance efforts, Auxiliary Division leaders endeavored to improve the professional knowledge and capabilities of their Sailors by mentoring and counseling them on career development. By the end of 2003, over 80% of Auxiliary Division personnel were warfare qualified. Four Auxiliary Division sailors went beyond the minimum by also becoming qualified as Enlisted Aviation Warfare Specialists. As a result of the added professional knowledge gained from warfare qualification six Auxiliary Division Sailors were advanced to their next pay grade. Additionally, eight Auxiliary Division Sailors reenlisted for further service in the United States Navy.

The year 2003 was significant for ABRAHAM LINCOLN's Auxiliary Division. Strong improvements in material condition, increased levels individual professional training, and marked enhancement of the professional knowledge.

Electrical Division

During CY03, the Electricians and Interior Communications Electricians of Electrical Division worked hard at maintaining the tradition of excellence established by their predecessors. E Division has had as many as 96 Sailors and as few as 67 assigned throughout the year. The year brought numerous challenges, most significant being an extended drydock availability in which repairs were made to 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. The following is a summary of major events for the year:

- Troubleshot and repaired problems with 1MC amplifier.
- Replaced motor bearings #10 A/C Compressor Motor.
- Repaired Degaussing "M and FI-QI" Coil.
- Various galley and ventilation repair.

- Multiple galley equipment faults and repairs: reefer, deep fat fryer, oven, and grill.
- Assisted repairs on #5 reefer for AC&R shop.
- Multiple corrective maintenance to CMU's, pulpers, conveyors, and A/C units.
- AESS Station faults corrected.
- Aircraft elevator, divisional doors, and deck edge doors multiple limit switch grounds corrected.
- Re-connected AN/PDR 65. Replaced Port IPDS filters.
- Class 'C' Fire in IC storeroom, replaced and number of receptacles on circuit reduced.
- Installed CO's new washer.
- CHT Limit Switch coordinated with R-Div to replace float switch.
- Faulty relay in telltale control panel for navigation lights-replaced the relay.
- Unrigged Vent motor 1-7-2 for rewinding.
- Detroit switches calibration. 400MG meters calibration.
- CHT float switch replaced.
- Placed all AESS station in Lay-up
- Degaussing run was SAT on both SOUTH and NORTH bound. Wrote CASCOR for degaussing M-Coil.
- Fabrication of equipment and support of POTUS.
- Rigged and installed the POTUS power supply; assisted White House Staff in A/V hook up.
- Airflow indicator sensor for Flammable Liquid Storeroom replaced.
- Received circuit card for balancing machine.
- All Flight Deck hog-noses are severely corroded and degraded. This job is accepted by Puget Sound via Ship Alt 9002.
- Aft divisional door has a ground, found ground and corrected.
- Tagged out Rudder Position and Order Indicator for rudderpost removal.
- 5MC power supply installed.
- Vent motor installed but the impeller is hitting the side of the housing. foundation motor will be shimmed to compensate for the misalignment. ETR 14 Jul 2002.
- Replaced the power supply module. FTSCPAC technical representative provided a signal generator that simulated the actual shaft revolution input.

- Power Shop 5" lagging for CAT 1 removed by Coastal Marine. Completed.
- Replaced cracked windshield located in Flag Bridge.
- Incinerator supply and recirculation vent motors overhauled by PCE.
- Repaired degaussing "M" Coil. CASCOR completed.
- Performed optest in preparation for anchor chain removals.
- AFFF Mix Station 12. Replaced switch in mimic panel on the Bridge.
- Disconnected self-serve laundry units electrically in preparation for removal.
- Preparing for chemical flush of 2A and 2B 400 Hz machines.
- Supported Command Safety Stand-down.
- Replaced SW Isolation Valves for 1SFGA & 1SFGB.
- Smart Carrier Conference.
- Supported retirement ceremony and Career Fair.
- New Safety instruction drafted by ELO.
- Ventilation removed rudder bearing replacement.
- Ventilation Modifications in Progress by TODD Shipyard.
- 20/20 Doors powder-coated.

Damage Control (DC) Division

Damage Control Division has had as many as 48 Sailors and as few as 36 assigned throughout the year. The division's primary mission is to train the crew in all aspects of fire fighting and damage control, as well as protecting against CBR attacks. DC division qualified more than 2,200 Sailors in basic and advanced damage control. The division also comprises 75% of the ship's Flying Squad. Using quick response, keen situational awareness, and technical expertise the Flying Squad provides early damage control intervention to minimize damage to the ship and maximize the safety of the crew. Their proficiency was evident during deployment by superb response to three class "Alpha" fires, two flooding incidents, seven toxic gas responses, five hazardous material spills, and numerous miscellaneous electrical fires. Additionally, many team members integrated with ABRAHAM LINCOLN's inport emergency team to combat a major fire during an overseas port visit. Their immediate actions, leadership and professionalism resulted in the flawless containment and extinguishment of the fire, thus preventing major degradations to Nr 4 Aircraft Elevator and associated spaces. Furthermore, the Flying Squad provided primary response protection during 18 underway replenishments that included the transfer of approximately 17 million gallons of aviation fuel and over eight

million pounds of ordnance. The squad additionally serves as the back-up fire fighting team for flight deck, hanger bay, and aircraft mishaps. The Flying Squad, led by the ship's Fire Marshal, CWO2 Swain, and Scene Leader, DC2(SW) Richardson were awarded the 2002 Allen G. Ogden Fire Fighting Award in the Large Ship Float Command category for their expertise and service.

Damage Control Division is comprised of three work centers, ED11, ER04 and ED40. ED11 is responsible for the maintenance, upkeep, and inventory of 10 damage control repair stations (DCRSs), 22 damage control unit lockers (DCULs), and the entire CBR allotment for ship's company and embarked air wing personnel. ED11 alone is accountable for more than $12 million in equipment. In April they collected 5500 MCU-2/P gas masks and other assorted CBR equipment as the ship returned from OIF operations. Their precision allowed for maintaining 100 percent accountability during the extended deployment. The day after returning this group of Sailors immediately aided The Sigmon Group (TSG) in the offload of all equipment from two DCRS's in preparation for the Smart Carrier upgrades as well as removing all the CBR gear. The CBR gear was collected and offloaded to support the CBR Readiness Improvement Program (CBR-RIP). Under CBR-RIP all gear was cleaned, tagged, inventoried, and subdivided into individual protective equipment (IPE) bags, ensuring the optimum degree of readiness for assigned IPE and giving ABRAHAM LINCOLN the capability to sustain an enhanced level of CBR readiness.

ER04 and ER12 were consolidated into a single Fixed Systems shop. They are responsible for all installed fire fighting systems (HALON, AFFF, APC, CO2) as well as fire main and list control systems. These Sailors manage in excess of 90,000 gallons of potable water in the list control system. Throughout OIF they professionally maintained LINCOLN fighting trim to ensure mishap-free flight operations. This included 14,153 mishap free aircraft refueling evolutions, 12,130 aircraft launches and recoveries which resulted in 10,197 aircraft sorties and 31,610 flight hours in support of fleet tasking. A majority their work was completed during DPIA 03. The firemain system was overhauled and numerous new and rebuilt valves installed to make it a more reliable system. List control was upgraded as part of the 'Smart Carrier' initiative to make system operation a little easier on the watch standers. This upgrade includes integrating new and existing sensors on list control pumps, tank level indicators, motor operated valves and fluid pressure transducers providing remote monitoring and system operations. All 20 installed AFFF station terrazzo decks

were replaced with an epoxy/enamel paint coating system, resistant to corrosion caused by AFFF. For ER04 much of the real work begins as DPAI draws to an end. All were brought out of lay-up and tested to ensure we had 94 percent seawater to six percent AFFF concentrate mixture to fight fuel oil and flight deck fires. Additionally, the HALON system was brought back online in preparations for JP-5 on loads, providing fire-fighting protection for this vital ship system.

ED40 is the Damage Control Petty Officer (DCPO) work center. They are the point of contact for the DC maintenance conducted by all shipboard divisions, responsible for 69 Divisional Damage Control Petty Officers. During DPIA they fixed more than 300 doors and oversaw the powder coating of more than 175 doors by local IMF facilities. Additionally, they took on the task of ensuring all leaking fire plugs were turned into the valve shop for repair and 430 carbon dioxide bottles were sent off the ship for hydro testing and refill. They also were responsible for coordinating the hydro testing of 25,000 feet of 1.5 inch fire hose. All of this work completed by six personnel.

Repair Division

Repair Division consists of six work centers mustering 56 personnel in the Hull Maintenance and Machinery Repairman ratings. The Repair Officer, LTJG Jay Henson, is responsible for ensuring USS ABRAHAM LINCOLN met all requirements per JFMM 4790.3 CH-5. Additionally, the Repair Officer is responsible for all Battle Force Intermediate Maintenance Activity (BFIMA) repairs, as well as implementing a QA program that ensured all work accomplished by Repair Division met the material and workmanship requirements of approved plans and specifications. Repair Division LCPO, along with HTC Cook, HTC Swem, and MRC Salas are responsible for the coordination, planning, and tracking of all repair efforts aboard all vessels currently in LINCOLN's strike group. 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.

Repair Division made tremendous contributions to the successful and historic ten-month deployment, including correcting over 300 trouble calls weekly on habitability issues, completing major repairs to ship's equipment and non-safety of flight reports, and provided battle group aircraft maintenance. Routine work consisted of 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, paid strict attention to every problem associated with the sewage system. The shop accumulated over 5,000 trouble calls during the year. The shop completed major overhauls to all four 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 design limits. Pipe Shop sleeved the pump casings and performed a weld buildup and machining of the shaft to bring tolerances within specification. The Pipe/CHT Shop also replaced ten 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, they designed a program of stringent qualifications and 12 Operational Risk Management (ORM) Procedures 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 on board 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 eight 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 1,300 ships force and depot level maintenance actions. During deployment to the Arabian Gulf in support of Operations SOUTHERN WATCH and IRAQI FREEDOM, Catapults #2 and #3 developed leaks due to in service wear and corrosion of a two 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 depot level work, installing a three 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. Per 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 much non-safety of flight parts for various aircraft and support equipment throughout the ship, battle group, and 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 three 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 three separate occasions, the Machine Shop supervisor had the entire pump assembly rigged 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. 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 ABRAHAM LINCOLN's Edward F. Ney food service excellence competition.

The Carpenter Shop is responsible for mass-producing wooden plaques, shadow boxes, photo boards, picture frames, and podiums. Carpenter Shop supervisors estimated, planned, supervised, and coordinated 15 personnel in the construction and painting of a 1,010 sq-ft presidential stage, 2,215 sq-ft media platform, 1,800 sq-ft tiered platform, two 1,200 lb camera platforms, and three 112 sq-ft speaker tables. The Repair Team worked diligently with White House representatives to construct various platform settings for the President's address to the nation from the flight deck. White House Representatives procured 14,538 sq-ft of building material and estimated a minimum of 1200 man-hours to complete the platforms in four days. Within the first two days of construction, two 1,800 sq-ft tiered platforms, and 1,010 sq-ft presidents' stage were completed and painted in only five hours. Once layout was finalized, the repair team completed construction of the 2,215 sq-ft media platforms and 1,200 lb camera bases, with all work finished in less than 864 man-hours, using only 5,639 sq-ft of material and saving 8,889 sq-ft of building material for future use. Additionally, the shop 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 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 on board 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 ship-wide removal of urinals.

Repair Division takes exceptional pride in personally recognizing it's most valuable asset, Repair Personnel. Divisional personnel received six NAM's and 30 Flag LOC's throughout calendar year 2003. Additionally and most notably, the division established a superb qualification achievement rate:

- EAWS - 7
- ESWS - 22
- 3-M - 100%
- DC - 95% through 313
- DCSSP - 100%
- DCWS - 100% of those eligible

HTC Cook 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. Total number of advancements this year: E-6 (1), E-5 (9), E-4 (20).

With the ship in dry dock, Repair Division has coordinated with the shipyard the chemical cleaning of the soil drain piping to 18 CHT zones while organizing the cleaning of the FWD and AFT CHT tanks also the overhaul of 200 waste, soil, and scupper CHT diverter valves and Remote Operated Gears Sockets (ROGS).

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 nine coded welders, eight brazers, and two non-destructive test inspectors certified in every process available to the Navy. During CNAP QA Assessment 2003, Repair Division was praised for the maintenance of the welder-brazer program. The training and qualification program that was developed by Repair Division was cited as a benchmark for other

divisions to follow, and CNAP audit team has requested that the division make their program available to the rest of the fleet.

Utilizing the following metrics, ABRAHAM LINCOLN was able to attain the funding to affect major repairs to the CHT system during DPIA 2003; 211 work candidates were screened to Port Engineer for depot level support in the replacement of the diverter valves and ROG's. Returning the system to full operational capability served to drastically reduce the allocation of funds for logistics support, both at homeport and abroad.

- CHT pumping logs were kept in ports recently visited by LINCOLN during the 2002 deployment, in three ports we disposed of approximately 2,310,400 gallons of sewage. The average cost is approximately $5,000 for every 10,000 gallons disposed. This equates to approximately $1,155,200 in just three ports visited during the first half of the deployment.
- Man-hours are also of great concern, to have both waste and soil diverted to the tank, it takes 72 man-hours per day of pumping into trucks or barges; fixing the diverters will allow us to divert waste over the side per standard operating procedures. This will drastically reduce the amount of sewage pumped to only 18 man-hours per day.
- The average cost of replacing one diverter valve is $5,400, and to fix a damaged ROG its approximately $3,000. We estimate the cost of materials to be in the area of $888,000, approximately $267,200 less than the cost of transferring sewage in three ports.
- Estimations show that repairs and the ability to divert waste will reduce the cost of berth services by approximately $762,500 considering that soil only consists of commodes and urinals, and a minimal number of commissary drains.

Legal Department

The Legal Department experienced considerable personnel growth in 2003. All enlisted Sailors in the Legal Department earned their primary warfare pins and an additional 67 percent earned their secondary warfare pins.

The Legal Department managed a significant military justice caseload during the WESTPAC Deployment. The department spearheaded a robust command disciplinary program, maintaining good order and discipline through the expeditious processing of

more than 300 report chits, 5 Summary Courts-Martial, and 19 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.

Under the leadership and guidance of the Command Judge Advocate, the Legal Department spearheaded a shipwide pre-deployment 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 air wing 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 2002 federal and state income taxes, saving Sailors thousands of dollars in filing expenses.

Through drive, dedication, and innovation, ABRAHAM LINCOLN's Legal Department assisted Sailors by providing 689 notaries and 590 power of attorneys. The Legal Assistance Attorney provided services to 337 clients by providing services for divorce, separations, custody, nonsupport, paternity, adoptions, name change, wills, estate planning, living will, immigration, visa, citizenship, and military rights and benefits. ABRAHAM LINCOLN's innovative Tax Center (run by 14 volunteers) helped Strike Group Sailors file their tax returns while on deployment. Almost all returns were electronically filed from the ship while underway. These services were free of charge resulting in over $1.6 million in tax refunds.

Medical Department

ABRAHAM LINCOLN's Medical Department spearheaded a series of Anthrax and Smallpox vaccinations. These vaccinations were administered to the entire crew, air wing, and all other ships in the strike group. The Medical Department keenly planned and executed this massive undertaking with minimal impact on

preparations for upcoming hostilities. This evolution enabled the ABRAHAM LINCOLN Strike Group to enter the Arabian Gulf fully combat ready for any contingency that might arise.

Medical Department started the new year with a fairly full and seasoned complement of nine officers and 41 ship and squadron Hospital Corpsmen.

First order of business was a working port visit to Perth, Australia where they took the opportunity to consult several urgent and chronic cases to the local medical specialists--with great results from the local providers under the new TRICARE/International SOS support contract. They attempted to restock on critical shortages, and found most items available. ABRAHAM LINCOLN left port healthier than it had been in several months; despite the fact the crew still required several immunizations for the return to operational theater.

After Perth, readiness preparations were key priorities. Anthrax immunizations were still required by 4,800 crewmembers, as well as Smallpox. Medical responded with shotex's in February after resolving several logistics problems in obtaining the Smallpox vaccine. End result, entire crew accomplished in three major evolutions totally over 15,000 actual sticks. Note: Most of crew received only first and second in the series of Anthrax immunizations prior to our departure from theater.

In February and March the ship cancelled proposed port calls, and conducted several OPEX's to prepare for OIF, yet surprisingly saw only minor increases in sick call visits. CBR pharmaceuticals were distributed in bulk to department or division representatives, and in most cases not issued individually. Our only major operational impact was the loss of one IDC to backfill USS REUBEN JAMES(FFG 57), while their IDC was impaired for a week. The Medical Department also had a turnover of the physician assistants on last COD before major combat operations.

The Medical Department was the first to institute a new Navy-wide directive allowing stimulants for flight crews who became fatigued during long sustained operations, flight surgeons aboard ABRAHAM LINCOLN trained all tactical aircrew in the use of these stimulants. They then followed the usage patterns and problems on a daily basis, keeping highly accurate records for dissemination to the fleet for those who followed us. The program proved to be used rarely but proved beneficial in the few instances when aviators felt their abilities were

jeopardized by fatigue. Aviators felt much more able to carry out long and tiring missions when given the option to use the medication during the missions, and they acknowledge their ability to carry out assigned tasks was improved.

April brought relief in the form of USS NIMITZ (CVN 68). Turnover was conducted 8-9 April, and along with information, went many of our stocks to aid their effort. ABRAHAM LINCOLN out-chopped on 12 April to considerable attention by the press. Along with the attention, came some medical research analysts. Medical Department hosted two visiting studies, one in aviation ophthalmology by CDR Tanner of NMC San Diego and another on HIV risk behavior CDR Phillips of NAVHOSP Yokosuka. April closed with news of excellence when the SMO, CDR Goyins, was selected as recipient of the 2002 Sonny Carter Award for most significant contribution to the advancement of operational naval aviation medicine.

While at sea, Medical Department employed several health promotions programs to keep the crew active. Most notable successes were the "Fitness Rewards" competition that tracked and rewarded individual and team fitness progress. Smoking cessation was aggressively offered with envious attrition rates of 55 percent. Other major changes affecting sea operability are were conversion to Reeve Sleeve stretchers, consistent use of teleradiology/medicine, and alternate supply requisitions methods.

On it's own initiative, the Medical Department initiated a cardio-fitness "rewards" program for Sailors' participation in self-tracking aerobic activities. Levels of exercise obtained were rewarded with progressively more desirable gifts.

Personal quality of life remained a top priority. During the year, the Medical Department developed a series of smoking cessation classes, involving several sessions on the hazards and costs of smoking, strategies for quitting, and support for staying off tobacco. These support measures included medication, as an aid, to staying tobacco-free during the critical first few months. This aided 30% of the Sailors, to abstain from smoking for the first six months. This is a very high percentage compared to typical programs that achieve only 10 percent success rates. Additionally, it saved the command over $12,000 in prescription costs.

While in DPIA, most of Medical Department's primary care capability was re-established on the barge, followed by a major

push to complete the Post Deployment Health Assessment on all crewmembers deployed to OIF. Medical also experienced two key personnel changes; LCDR Wise turned nursing duties to LT Kilday, and LT Mendoza came aboard as the inaugural fill for a newly established Radiation Health Officer billet.

In late August ABRAHAM LINCOLN experienced her first crew mortalities since June 2002; one a suicide and the other a motor vehicle accident, just one day apart. The gravity and concentration of the loss shook command morale, and the command responded by arranging an ad hoc Captain's Call and Safety Stand Down to adequately address climate and safety awareness. As summer closed we said goodbye to an old friend, our Surgeon, CDR Balz and welcomed his relief LCDR Wright.

September through December brought several, notable radiation health evolutions, such as: MTT1, Internal Audit, MTT2, and a changeover of senior radiation health techs. The program has worked diligently to prepare for MTT3, external audit, and PORSE, as well as ready themselves for underway periods.

Other major shore initiatives include; training instructors in Basic Life Support, drunk driving prevention programs and static displays, crew wide training on suicide prevention, and implementation of onsite women's health and neurology clinics.

Personnel achievements and awards throughout the year were many, demonstrating the high caliber of our most important assets--the Sailors and officers of the Medical Department. Key personnel awards and successes are:

Awards

- Blue 'M' Award for Excellence in Medical Department Readiness.
- Battle Group Senior Sailor of Quarter, HM1 Fall.
- Ship's Sailors of the Quarter selections: 2
- Ship's Blue Jackets of the Quarter selections: 2 (1 Jr, 1 Sr)
- Sonny Carter Award for most significant contribution to the advancement of operational naval aviation medicine (Senior Officer) to CDR Goyins
- Richard E. Luehr Award to LT (Dr) Heath Way for Navy Flight Surgeon of the Year

Advancements:

- E9 - 1
- E7: - 1
- E6: - 1
- E5: - 6
- E4: - 5

Warfare Qualifications:

- ESWS: 7
- EAWS: 4
- SWMDO: 4

Navigation Department

After five arduous months at sea, ABRAHAM LINCOLN was making preparations to head home. But, on New Years Day, notification of a call to duty was announced to the crew; we would be making preparations for war. ABRAHAM LINCOLN's course was altered to set sail back to Perth, Australia. While anchored in Perth, work was done to the flight deck during a 20-day working inport. Even so, the crew was able to enjoy some much-earned fun, not knowing what was in store for us ahead.

After completing the work at the end of January, the ship steamed back to the Arabian Gulf to join USS CONSTELLATION (CV 64), which was already on station in the Gulf. Two carriers were then conducting operations in CVOA-4 in support of what would soon be the end of Operation SOUTHERN WATCH. Shortly thereafter, USS KITTY HAWK (CV 67) and CVW-5, forward deployed in Japan, joined in. Not since Operation DESERT STORM had such a meeting taken place: three carriers not just operating in the Arabian Gulf, but in CVOA-4. Even with such limited space, the bridge teams, quartermasters, and signalmen performed superbly. On March 20th, our call to duty was fulfilled and the ABRAHAM LINCOLN, along with numerous air, ground, and sea forces went to work to take down Saddam Hussein. The outcome was victorious, with no losses from ABRAHAM LINCOLN.

ABRAHAM LINCOLN got underway once again in late June when it transited to Puget Sound Naval Shipyard in Bremerton, WA to begin its availability period. During this time, the Quartermasters and Signalmen became part of the ships work force that would focus on preservation and upkeep of the ship so it will be ready to respond to the nation's needs again. The

Navigation Department was responsible for all interior and exterior work on four of the superstructure levels, a daunting task for one of the ship's smallest departments.

Public Affairs Department

ABRAHAM LINCOLN was the only carrier to have locally produced video news that was shown on Navy-Marine Corps News and Daily News Update Navy-wide.

To ensure ABRAHAM LINCOLN had the most-informed crew in the fleet, the Public Affairs Department instituted the following programs on board:

- Produced ten hours of live radio daily, ran three 23-hour-a-day movie channels, taped weekly TV programming, provided three data transmission satellite channels, and two satellite radio channels.
- Produced 86 editions of the ship's newspaper, "The Penny Press", with 80 percent of its content on or about ABRAHAM LINCOLN Strike Group Sailors.
- Produced a bi-weekly 20 minute local TV show called News Linc that aired back in the states to keep families informed of the latest news on and around the ship.
- Utilized DTS to bring live major events such as: the Super Bowl, all NFL and NBA playoff games, March Madness, all NASCAR races, as well as 24-hour news to the crew.

ABRAHAM LINCOLN PAO was the test platform for effectiveness of non-linear video editing on ships at sea. The effectiveness of PAO broadcasting, with upgraded equipment, has led to standardization of non-linear video editing for carriers fleet-wide.

Team PAO won seven Chief of Navy Information Merit Awards. Two 1st place team awards for the Penny Press and NewsLinc, one 2nd place team award for the radio show, two 1st place personal awards for print commentary and radio news package, and two 3rd place personal awards for radio news package and radio spot production.

In November 2002, Combat Systems Department and Public Affairs Office provided the first live TV report from a carrier in the Arabian Gulf. This report was hosted by CNN Pentagon correspondent Jamie McIntyre and led the way in accessibility and technology for live reporting during Operation IRAQI FREEDOM. From October 2002 through January 2003, before

embedded journalists were deployed, ABRAHAM LINCOLN's PAO played host to over 140 journalists onboard.

Once Operation IRAQI FREEDOM commenced, ABRAHAM LINCOLN permanently hosted 31 embedded journalists; the largest media embed of any in theatre carrier.

PAO worked diligently lobbying for the Canopus Non-Linear editor and upgraded SITE TV system. These new systems will enable ABE to enhance broadcast capability on a daily basis, at sea, with more channels and will allow for real-time satellite linkup for live download feeds. These enhancements will increase internal broadcast capability and quality and will have a lasting impact on crew morale.

Finally, team PAO played host to 95 media personnel between Hawaii and San Diego for homecoming coverage. Additionally, they hosted another 35 members of the White House Press Corps to cover the Presidential landing and subsequent address to the nation from the flight deck.

Reactor Department

Reactor Machinery Division's mid-cruise initiative to de-scale all four distilling units resulted in a 20 percent increase in potable water production and increased the operating capacities to an average 98 percent full water production capacity prior to entering the Gulf. Over the extended deployment 80 million gallons of fresh water was produced.

During the maintenance availability overseas, Reactor Machinery Division, working with PSNS shipyard workers, overhauled the #3 Main Coolant Water Pump and #2 Main Engine Auxiliary Lube Oil Pump saving the command approximately $250,000 in replacement costs and vendor support costs. In addition, they performed more than 250 Class B valve overhauls, reducing costs by avoiding replacement and ensuring uninterrupted plant operations.

During the time inport Perth, Reactor Department embarked on an aggressive maintenance package, completing significant preventive and emergent maintenance items. Among the more significant repairs was work to one of four main engine attached lube oil pumps; work that would prove key to ABRAHAM LINCOLN arriving on-time and combat ready in FIFTH Fleet before the end of January.

Upon reporting to the Arabian Gulf in early February, Reactor Department focused on providing propulsion and power in support of Operation SOUTHERN WATCH air operations. With tensions increasing in the Arabian Gulf, maintenance and drills were curtailed, ironically providing Reactor Department with the most stable environment yet experienced during the deployment.

Operation SOUTHERN WATCH air operations continued to increase in intensity until 20 March when Operation IRAQI FREEDOM commenced. ABRAHAM LINCOLN led coalition efforts, providing near-continuous air sorties in support of ground forces. Throughout these operations, Reactor Department performed superbly, providing the propulsion and power that enabled ABRAHAM LINCOLN to generate a sortie rate nearly equaling the other two carriers in the Arabian Gulf combined.

During the height of combat operations, Reactor Department conducted a highly successful Nuclear Power Mobile Training Team assessment, validating the continuing safe operation of the reactor plants. This assessment proved transparent to the ongoing combat operations and served as the model for conducting assessments for carriers involved in high-tempo operations throughout the Pacific fleet.

In early April, USS NIMITZ (CVN 68) arrived on-station, relieving ABRAHAM LINCOLN as the only nuclear-powered carrier within the Arabian Gulf. With orders to return to homeport, ABRAHAM LINCOLN out-chopped FIFTH Fleet on 12 April, enroute to Pearl Harbor, Hawaii.

The transit home provided time for the department to conduct maintenance in preparation for entering Puget Sound Naval Shipyard for an 11-month DPIA. During this time, major testing to primary and secondary relief valves, as well as numerous less-intrusive evolutions, were successfully conducted.

The transit from San Diego provided more time to interact with Puget Sound Naval Shipyard and prepare for the upcoming DPIA. Following several days of successful testing and planning, ABRAHAM LINCOLN arrived in Everett, Washington after 290 days deployed, the longest deployment in history for a nuclear powered aircraft carrier.

Following a well-deserved post-deployment leave and upkeep period, Reactor Department started DPIA preparations in earnest. Preparations were completed in late June, when, on 24 June 2003,

ABRAHAM LINCOLN entered Puget Sound Naval Shipyard. The DPIA officially commenced the following day.

Displaying superb execution in setting maintenance conditions within both reactor plants, Reactor Department exceeded all expectations for the conduct of maintenance and testing, seamlessly serving side-by-side with PSNS personnel throughout all evolutions.

Religious Ministries Department

In January 2003, LT Douglas Schoonover relieved LCDR Milam as the CVW 14 Chaplain. The ship returned to homeport on 6 May 2003.

Religious Ministries Department facilities consist of a Chapel, an e-mail lounge, Lending Library, and crew's lounge with magazines and television sets. Service members can check out game cartridges and movie videos for use on those televisions. During deployment, the hours of operation continued at 20 hours daily to accommodate needs of embarked personnel.

Accomplishments

Provided worship opportunities for those of the Catholic, Protestant, Jewish, Muslim, Church of Christ, Upper Room Fellowship, Church of Jesus Christ of Later Day Saints, and Iglesia Ni Cristo faith groups. Provision for worship/discussion was also made available to other groups such as the Wicca Discussion Group. In all, 616 religious services were conducted using the Chapel, crew's lounge, and foc'sle.

Programs included regular Bible Studies and sacramental preparations, which were offered seven days a week. A Hebrew Reading Class, open to all Sailors, was well attended. Additionally, pastoral counseling was provided to at least 1,814 Sailors.

During the deployment, Chaplain Sloat provided regular guidance, supervision, and mentoring to LT Charles Crane, DESRON 31 Chaplain.

Chaplains from the ABRAHAM LINCOLN provided additional religious worship opportunities and support by conducting over 20 "Holy Helo" trips to other ships within the Battle Group. The Religious Ministries Department facilities were utilized over 29,348 times by approximately 5,700 embarked personnel underway

and 3,250 personnel inport. This included service members using five e-mail computers for communicating with loved ones back home while underway. Additionally, library books, video games, and learning programs were loaned out during the libraries 20-hour-per-day operations.

The Religious Ministries Department hosted the Family Literacy Foundation "Uniting Through Reading" Program. At least 239 service members participated in this program. Participation included being videotaped, reading a storybook to one's children, grandchildren, loved ones, etc., and then mailing the VHS tapes to them at home. This program helps keep family ties vibrant despite the distance and separation experienced during lengthy deployments away from home.

Over 75 Sailors participated in four Community Relations Projects in Freemantle, Western Australia. The crew helped clean Port Beach and Cottesloe Beach. They also visited patients, mostly children and the elderly, at Freemantle Hospital and Princess Margaret Hospital.

During this period, the Religious Ministries Department processed 571 American Red Cross messages, assisted with emergency leave funding for 58 cases, and personal financial problems through the department's association with the Navy & Marine Relief Society.

Religious Ministries Department spaces were used six days per week for ESWS boards, FSA training, and air wing special boards during the deployment.

From January through May, chaplains/religious programmers from the other ships periodically rode ABRAHAM LINCOLN for a few days at a time to conduct Chaplain Corps and RP in-rate training.

Two Return and Reunion programs were conducted during the deployment. The programs were accomplished with the assistance of facilitators, Maria Capogna from Region Northwest and Yvette Stevenson from Norfolk, VA. Due to uncertain operational commitments, all classes were videotaped. The facilitators taught classes and filmed their presentations. All videotapes and printed materials remained with the Public Affairs Department for use upon return to CONUS.

The culmination of nearly ten months deployed took place just before returning to San Diego when President George W. Bush and selected Cabinet members visited. Chaplain Marshall offered the

invocation prior to the Presidential address and attended a wardroom dinner with Press Secretary, Ari Fleischer and National Security Advisor, Dr. Condeleeza Rice. Chaplain Sloat also met the President, the attending Cabinet members and spent extended time with Secretary Andrew H. Card, Jr., Chief of Staff to the President. Chaplains Marshall and Sloat assisted with flight deck seating arrangements (officers and senior enlisted) for the Presidential address.

During the deployment, Chaplain Sloat served as the departmental representative for Public Affairs. He worked closely with the PAO to coordinate interviews with departmental personnel while also being personally interviewed. He also hosted selected events/meetings with embedded media personnel.

During DPIA at PSNS in Bremerton, WA, Chaplain Sloat was selected for Commander and Chaplain Marshall detached in August 2003. In September 2003, Commander Paul Wrigley reported as the new Command Chaplain. In October 2003, LT Norbert Karava relieved LT Rendon as the Roman Catholic Chaplain.

Safety Department

While on deployment and in the shipyard, ABRAHAM LINCOLN enjoyed a tremendously successful year in terms of safety. The Safety Department aggressively implemented and enforced NAVOSH programs by creating an interactive deck plate safety program. This unique approach to safety led to a decrease in the number of injuries from previous years by 66.4 percent. The efforts of Safety Department and ship were recognized by receipt of the Admiral James H. Flatley Memorial Award for outstanding achievement in carrier mishap prevention.

Operational Risk Management (ORM) has been the focal point for the Safety Department. ORM training for all newly reporting personnel was expanded to include online web-based ORM training during Junior and Senior Indoctrination. Furthermore, all hands review ORM principles and conduct risk assessments prior to conducting any evolution. These efforts resulted in zero serious mishaps and a significant reduction in the number of personnel injuries and damage to equipment. All this despite completing one of the longest deployments in recent history.

Another Safety Department milestone that will benefit Naval Safety fleet-wide, was the development of a new state of the art method for cleaning and sterilizing respirators. This will

serve to prevent the spread of communicable diseases and blood-borne pathogens. A first in the fleet, this new program will serve as a model for all Navy ships.

Supply Department

Supply Department had a record breaking year in 2003. In personnel quality of life programs, solid teamwork between the Supply and Engineering Departments ensured equipment operational status remained consistently above 95%. Their combined efforts resulted in ABRAHAM LINCOLN winning their second consecutive Captain Edward F. Ney Award for the best Food Service Division in the Large Afloat class.

S-1 Division

- Managed OPTAR totaling $21.7 million in OFC-20 money and $70.9 million in OFC-50 money.
- Processed 770 urgent material screens at a 98 percent effectiveness rate.
- Processed over 110,000 requisitions for the Consumable Aviation Consolidated Allowance List.
- Completed deployment with an AVCAL range and depth of 96/90 and a COSAL range and depth of 96/92 that are both above the type commander's goals.
- Fiscal year was closed out with over 830 credit card purchases totaling over $678,000.
- Processed and tracked 126 CASREP's and returned from deployment with one outstanding CASREP part on order.

S-2 Division

- Awarded the Captain Edwards F. Ney Award for Food Service Excellence.
- Completed 36 successful replenishments at sea.
- Successfully moved over 400 pallets of stores from the ship to the barge during DPIA 2003.
- Maintained a 99% retention rate for culinary specialists.
- Preparations for renovations to all Galleys, CPO, and Wardroom Messes.
- Supported receptions for Yokosuka, Japan, Hong Kong and Perth, Australia.
- Received Outstanding on the FY02 SMI.

S-5 Division

- Supported and prepared over 10,000 meals for 390 CVW-14 and ABRAHAM LINCOLN Officers during Operation IRAQI FREEDOM.
- Hosted Presidential visit with Distinguished Visitor meal and accommodations for National Security Advisor, Condeleeza Rice and Press Secretary, Ari Fleshier.
- Served 30 distinguished visitors meals.
- Served 20 squadron and ships company distinguished visitor meals.
- Completed ESWS qualifications for 95 percent of the division.
- Supplied 50 decorated cakes for special events.
- Received Outstanding on the FY02 SMI.
- Runner up for the FY02 Dorie P. Miller Award.

S-7 Division

- Provided and subsidized over 1,380 Seattle Mariners (MLB) tickets to the crew.
- Provided and subsidized over 586 Seattle Seahawks tickets to the crew.
- Provided and subsidized over 504 Seattle Supersonics tickets to the crew.
- Provided and subsidized over 150 Seattle Storm tickets to the crew.
- Provided and subsidized over 1000 movie tickets to the crew.
- Sponsors Lincoln sports teams for softball, flag football, wrestling, rodeo, volleyball, and bowling.
- Provided over $10,000 in funds for over 30 divisional parties.
- Provided $86,000 to purchase the entire crew an OPERATION IRAQI FREEDOM coin and poster.
- Provided over $1,000 for ESWS and EAWS pins.
- For Big Bucks Bingo, over $45,000 in cash and prizes were distributed, which included Silverado Pickup, a Harley Davidson Motorcycle, various video & digital cameras, home entertainment systems, and TV's.
- Sponsors a ABRAHAM LINCOLN Clown Troop.
- Maintained over $150,000 of fitness equipment in five gyms.

S-8 Division

- Exceeded TYCOM goals on LAP's and inventories.
- Filled 100 percent of the on-hand requirements during Operation IRAQI FREEDOM.
- Over 5,000 line items received, stowed and distributed during post-deployment stand-down.
- Aggressively continues renovation of over 40 material storerooms.

S-9 Division

- Research and procurement of all maintenance materials necessary to support the new F-18 Super Hornet Squadrons during their first ever carrier début.
- Received Excellent on the FY02 SMI.

S-10 Division

- 100 percent location audit processing for S-1, S-6, S-8 and S-9.
- Storeroom inventories for S-1, S-2, S-3, S-6, S-8 and S-9.
- Change fund audits for S-2, S-3 and S-7.
- Equipment status audit for S-2, S-5 and S-11.
- Cash fund verification for S-7.

Training Department

The Training Department played a key role in ABRAHAM LINCOLN's ability to accomplish its mission objectives. In FY03, the following training statistics apply:

- TAD/Travel Orders Written: 2,161
- TAD Training Man Hours: 59,925
- GMT/In-rate Training/PRT Training Hours: 300,000 training hours.
- TAD Dollar Expenditure: $1,115,000

In an effort to ensure all new personnel are properly trained, the Indoctrination Division (I-Div) was established in June of 2003. This four-week indoctrination period for newly reported E1-E4 personnel familiarizes them with shipboard life and helps ensure a smooth transition to their parent departments. The training curriculum is designed to complete all basic training requirements such as Basic Damage Control instruction and qualification, Basic 3M 301 maintenance man qualification, Naval Rights & Responsibilities, and PREVENT Alcohol and Drug abuse

class. In addition, all transfer/check-in administrative tasks are completed for each individual. Travel claims, housing, dental, medical, legal, and disbursing issues are all complete prior to release to their parent departments. Other shipboard indoctrination instruction/lectures are provided to include briefs from CO, XO, and CMDCM as well as OPSEC, INFOSEC, Safety, Religious Ministries, Security, MWR, and DAPA. At the end of the four weeks, the Sailors are escorted to their senior enlisted supervisor for final check-in to their department.

During the four weeks in the Indoctrination Division, Sailors have numerous opportunities to go out as a group to the mall, movies, trips to pro sports events, trips to the beach, and participate in community service projects such as food drives and soup kitchens. The interaction during I-Div is invaluable and builds camaraderie and esprit-de-corps. A hand-picked group of 26 Sailors man this division. The staff exemplifies Navy Core Values and works with the new additions to ABRAHAM LINCOLN day and night. The success of I-Div has saved the command countless hours of non-productive time and pays huge dividends by giving every Sailor a head start.

ABRAHAM LINCOLN's first ever At-Sea Small Arms Range completed five gun shoots and maintained small arms qualifications for both ship and air wing personnel. 114 personnel qualified 9mm pistol, 141 personnel qualified with a 12 gauge shot gun, 132 personnel became M-16 rifle qualified, 199 personnel qualified .50 CAL machine gun, and 202 personnel qualified M-60 machine gun. These qualified personnel stood 17,280 man-hours of force protection watches during the extended deployment.

In order to help keep air wing pilots at peak skill levels, Combat Systems Department installed the Strike Fighter Training Server (SFTS). This web-based application is used for aircrew training and is replicated by a server at Naval Strike and Air Warfare Center in Fallon, Nevada. It helps keep pilots abreast of the latest fighter technology and training syllabus changes.

During the months of January, February, and March the Training Department was supporting the ship during Operations SOUTHERN WATCH and IRAQI FREEDOM by providing travel arrangements and orders for all beach detachment and advance party personnel, as well as coordinating Reserve duty, and establishing an Indoctrination Program for all of the newly arriving personnel. Numerous hours went into planning and implementing the new I-Div, a totally new concept for ABRAHAM LINCOLN that would change the way E-5 and below are indoctrinated. This new program, the

idea of the CO, while XO on the ABRAHAM LINCOLN during a previous difficult PIA, has the best Sailors training all newly arriving Sailors and providing a positive environment where Sailors can grow. This program started after a long and well deserved six-week post deployment stand down. Starting in June the Training Department began tracking all training that occurred in every department and scheduling mandatory GMT for all departments and prepared our complete relocation to the barge.

The Indoctrination Division

- Graduated approximately 600 indoctrination students. The staff was composed of one MCPO, one CPO, two PO1s, and a variety of E4-E5 staff totaling 26 members when at full strength (currently at 22).
- The curriculum spans four weeks and covers Basic Damage Control, 3M (301), PREVENT (one week), NR&R, and a variety of other subjects. The division has recently started a MOOW qualification requirement prior to their assignment to their department.
- Expenditures thus far total $11,000. An example of our thrifty spending would be a Pacific Beach trip. Lodging, transportation and two meals for 36 students/staff cost a total of $504 - quite an outing for $14 a head.

Weapons Department

Weapons Department played a vital role in ABRAHAM LINCOLN's contributions. The ABRAHAM LINCOLN Strike Group and Coalition Naval Forces participated in Operations ENDURING FREEDOM (OEF), SOUTHERN WATCH (OSW), and IRAQI FREEDOM (OIF).

Our Weapons Department instituted a comprehensive training plan that fully qualified all flight deck personnel in new ordnance requirements for the F/A-18 E/F Super Hornets. As the first Super Hornet missions were flown over Iraq, this training proved invaluable and ensured all evolutions were completed safely and successfully.

- G-1 Flight Deck/Aviation Weapons Support Equipment Division (AWSEP), completed more than 2,300 scheduled/unscheduled maintenance actions on over 5,440 items totaling over 10,000 man-hours, resulting in 100% support for all ABRAHAM LINCOLN Strike Group aviation ordnance requirements. The flight deck crew worked around the clock throughout the

Iraqi war and performed flawlessly during all ammo onloads/offloads.

- G-2 Division personnel, stood and supported over 7,200 hours of force protection watches. G-2 certified LINCOLN's first-ever shipboard small arms range and provided over 1,000 hours of weapons safety training. The division qualified 400 plus personnel on the 9mm pistol and 12-gauge shotgun, 70 personnel on the M-14 rifle, 340 personnel on the M-16 machine gun, and 315 personnel on the .50 cal machine gun. Additionally, they trained HS-4 personnel on the GAU-16 machine gun system helping them maintain 100 percent mission readiness.
- G-3 Weapons Assembly Division, played a key and vital role during the extended deployment. The well-trained and organized team of ordnance professionals flawlessly broke out, assembled, and tested over one million tons of ordnance that was deployed in support of Operation IRAQI FREEDOM. G-3 Division was one of the first ordnance division in the fleet to test, assemble, and deploy the Navy's newest JDAM weapons system on the F/A-18E/F Super Hornet. The "MAG RATS" of G-3 Division performed their duties around the clock and ensured 100 percent accountability during all weapons evolutions.
- G-4 Weapons Elevator Division, was a major player in the success of not only the Weapons Department but the entire command. Responsible for the upkeep and maintenance of nine weapons ordnance elevators and numerous machinery rooms, G-4 Division ensured all systems were in outstanding working condition not only for all weapons movements on board the ship but also for any and all types of medical emergencies that may occur on the flight deck or on the lowest decks of the ship. G-4 Division closed out the year signing off major overhaul work on the weapons elevators and machinery rooms.
- G-5 Weapons Administration Office played a key role in maintaining all incoming and outgoing message traffic, personnel training programs, quality assurance programs as well as the department career counselor. G-5 processed 40,000 pieces of correspondence, ranging from inspections and audits to personal achievement awards for the Sailors. This highly professional group ensured all personnel and administrative requirements were met on time or ahead of schedule.
- Security Division provided excellent Anti-Terrorism/Force Protection during seven port calls in 5 foreign ports and completed six Advance Party details ensuring the port

visits went smoothly and without incident. During the ship's return to CONUS, Security was asked to provide security for the President of the United States.

- Overall, Weapons Department compiled an unmatched safety record. Departmental Sailors sustained no major injuries or equipment damage despite an aggressive air plan and numerous at-sea weapons transfers. Departmental leadership directed the movement of more than 9 million pounds of ordnance, 8,000 weapons elevator runs, and 10 major onloads and offloads. Weapons built and expended 1.3 million pounds of ordnance in support of OIF. Extraordinary leadership from all levels resulted in skillful and rapid responses to multiple short-fused tasking requirements that translated into an unprecedented 98 percent sortie completion rate during OIF.
- Supporting all ordnance and shipboard logistical support requirements during the deployment, Armament Weapons Support Equipment (AWSE) work center completed 22,190 I-Level maintenance actions on 2,900 critical support equipment items. At deployments end, G-1 Division had expended 66,570 maintenance man-hours ensuring a 100 percent ready for issue rate.
- In production control innovation and improvement, upon return to NAVSTA Everett, G-1 Division off-loaded over 1,400 items of Armament Weapons Support Equipment (AWSE) in preparation for overhaul at the CNAP Support Equipment Rehab Facility. To date, over 550 items of AWSE, worth $4.5 million, have been completed.