

USS CARL VINSON
VOL 02 NO 83 | DECEMBER 27, 2011

VOICE



Rough Seas THINK YOU HAVE IT BAD?

STORY BY

MC3 (SW) Luke B. Meineke | *Carl Vinson Staff Writer*

Sailors aboard Carl Vinson experienced heavy rolls as the ship navigated through rough seas since Dec. 24. Vinson and Carrier Strike Group (CSG) 1's Aerographer's Mates and Quartermasters worked feverishly to assess and address the challenges of navigating a \$30 billion warship through turbulent waters.

Aerographer's Mate 1st Class William Fontaine, CSG 1 OA Division's day forecaster, explained the weather and sea state Vinson passed through is characteristic of the U.S. 7th Fleet area of responsibility.

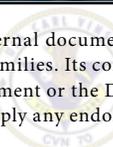
The Meteorological and Oceanic Center (METOC) recorded sustained high-speed wind and gusts reaching over 40 knots as the ship maneuvered through 8 to 10-foot waves, he said.

"Our findings showed cold air coming from high-pressure systems blowing off the continent of Asia," he said. "The cooler temperature was interacting with the tropical air and we saw the winds and the seas pick up. The wind was strong enough to complicate operations."

Vinson implemented preplanned responses to weather conditions during Saturday's replenishments at sea (RAS).

"During the underway replenishment (UNREP), the wind speed

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CONTINUE 'WEATHER' ON PAGE 3

PHOTO BY: MC2 (SW) James R. Evans | *Carl Vinson Staff Photographer*

你好 HONG KONG: MORE THAN JUST A FOREIGN CITY



STORY & PHOTO BY

MC3 (SW/AW) Rosa A. Arzola | Carl Vinson Staff Writer

This upcoming port visit will be an unforgettable experience for many Sailors aboard Carl Vinson. For some, this will be the first time visiting a foreign city, while for others this is a chance to return and enjoy the streets of Hong Kong.

For a handful of Sailors who emigrated from China or who are of Chinese descent, this visit means reuniting with family members they have not seen in years.

"I am very happy I get to surprise my aunts and cousins with my visit," said Personnel Specialist Seaman Chong Zeng, assigned to Administration Department's X-3 Division. "They still don't know I will be visiting them for the second time this year, but I know as soon as I call them, they will be waiting for me in Hong Kong." Zeng was born and raised in Guang Zhou, China and migrated to America when he was 21.

Many of these Sailors' family members are spread throughout the Republic of China while other Sailors are fortunate enough to have them in Hong Kong.

Ship's Serviceman 2nd Class (SW/AW) Seng Chan, assigned to Supply Department's S-3 Division, was born in Macau, China but was raised in Hong Kong. When he was 23, he

moved to New York and joined the Navy.

"I haven't seen my sister in four years," Chan said. "I am excited to see her and all my friends. All I want to do during this port visit is to spend time with her."

While some Sailors of Chinese descent plan to use this port visit to reconnect and spend time with loved ones, others plan to use their bilingual abilities and knowledge of the Chinese culture to help their shipmates navigate the Hong Kong streets.

"It's refreshing to go back to my original culture because I don't get to share it with my shipmates every day," said Information Systems Technician 2nd Class (SW/AW) Yimnai Zhao, a Los Angeles native assigned to Combat Systems Department's CS-3 Division. Zhao has had the opportunity to visit Hong Kong three times since joining the Navy and plans to visit family members as well as show some of her shipmates around the city.

Hong Kong is an international city with many different ethnicities, languages and cultures, a lot like today's Navy, Chan said. "It has an interesting history and consists of people from different parts of the world, which makes it unique. I am proud to represent all of that." ●

SAILOR 'N' THE SPOTLIGHT

IT2 (SW) AUSTIN KEELLEN | CSG 1 - N6 STAFF



STORY BY

CTT2 (SW/AW) Monique Daniels | *Vinson Voice Guest Contributor*



Information Systems Technician 2nd Class (SW) Austin Keelen, assigned to Carrier Strike Group (CSG) 1's N6 Staff, has earned a reputation from his peers and supervisors as the go-to guy for the most challenging information technology issues.

Keelen, a Perth Amboy, New Jersey native, reported to CSG 1 July 2009. He is responsible for user account management and network administration for four Combined Enterprise Regional Information Exchange (CENTRIX) enclaves which enables secure message traffic exchange amongst U.S. forces and allies.

Keelen embraces the challenge of the complicated work, which allows Vinson and the strike group to coordinate joint country exercises through secure means.

"I never end up having the same day twice. The field of information technology is constantly growing and constantly evolving so there is always something to learn, always something to challenge me," Keelen said.

Not only does he complete difficult assigned tasks, he accomplishes them with a high degree of professionalism and enthusiasm, said N6 Leading Petty Officer

Information Systems Technician 1st Class (SW/AW) Shante Clark.

"He completes all tasks without complaint or debate. He gives 110 percent effort driven by his work ethic and personal morals," Clark said. "He is a leader among his peers and continues to strive for excellence on a daily basis, and his witty personality makes him a joy to be around."

Keelen credited his accomplishments to his work center's support.

"I could not have asked for a better shop. The wealth of knowledge equates to well over 30 years of experience," Keelen said. "But it's not all about work. I know that if I ever needed advice or help with anything, whether it is personal or financial or anything else I might need help with, I wouldn't have to ask twice."

Keelen explained his method of motivating those around him is to set high personal standards.

"I feel that if you present a certain atmosphere of excellence, then those around you will take notice and would set their standards higher as well," he said.

Keelen's professionalism, motivation, and reliability have not only caught attention in his work center, but around the CSG 1 staff. His outstanding military bearing combined with technical expertise sets him apart from his peers, observed CSG 1's senior enlisted

leader (SEL), Senior Chief Cryptologic Technician (Technical) (SW/AW) Joseph Squire.

"Keelen is a hard-charging Sailor. He is a valuable asset to the staff, and his hard work is recognized throughout the chain of command," Squire said, citing Keelen's earning of CSG 1's Junior Sailor of the Quarter (JSOQ) award for the 2011 fourth quarter.

Keelen credited his motivation for his hard work to his wife, also an Information Systems Technician stationed in San Diego.

"She and I are a bit competitive, so we are always pushing each other to reach the next goal and to stay focused," Keelen said. "We compete in everything from bowling to Xbox to who can get their enlisted information dominance warfare specialist (EIDWS) pin first. Being away from each other for six months can be really draining and put you into a slump, so she keeps me motivated to better myself and I do the same for her."

When the day's work is done, Keelen can be found studying for his enlisted aviation warfare specialist (EAWS) pin. He is also keeping himself marketable by working towards his A+ and N+ certifications. These entry-level civilian certifications equate to over 500 hours of hands-on experience as a network technician and qualify him to manage numerous operating systems. ●

FROM 'WEATHER' ON PAGE 1

was 42 to 45 knots, so we secured the flight deck," said Master Chief Quartermaster (SW/CM/AW) Jonathan J. Myers, Navigation Department's leading chief petty officer. "Had the sea state worsened, the replenishments would have been impractical."

Though manageable, the seas made Vinson Sailors grateful they were on the Navy's largest platform.

"I heard so many Sailors say they are glad they are not a small-boy Sailor and how grateful they are to be on a carrier," said Myers. "They can deal with the lines as long as they don't have to deal with the sea state," he laughed.

To assess cases of heavy weather, Vinson

aerographers work with optimal tracking and ship routing (OTSR) in San Diego. Fontaine explained OTSR issues advisories and diversions if the sea state is above recommended thresholds.

"We spent most of Sunday working with OTSR discussing if we should divert or not," Fontaine said. "We did in fact move off our original plan of movement to avoid heavy seas."

When Vinson transited the Luzon Strait Dec. 25, there were concerns of "funneling" in the smaller areas of confined sea, with the funnels potentially impacting the timing for the port visit. The decision was to make for

Hong Kong because there was nothing that should impact Vinson, Fontaine said.

Vinson Sailors can begin their port visit knowing they've weathered the worst of the seas.

"As we get closer to port, the winds will drop down to 20 knots and the seas will drop a foot or two," Fontaine said. "In port, we should see the winds dramatically drop off to 10 to 15 knots and the seas go down to three to five feet."

As for the weather, Fontaine compared it to a cloudy, San Diego day: partly cloudy skies with possible mists, highs in the mid-60s with lows in the high-50s. ●

CHRISTMAS ON THE VINSON

WESTPAC 2011-2012

PHOTOS BY

MC2 (SW) James R. Evans | MCSN George M. Bell | Carl Vinson Staff Photographers



FROM THE DECKPLATES:

TUESDAYS WITH THE CMC

A NOTE FROM CMDCM (AW/SW) April D. Beldo | *Carl Vinson Command Master Chief*

Well, Shipmates; this afternoon, after 27 days at sea, most of you will be hitting the beach and going out on some well-deserved liberty in Hong Kong. You've earned these three days of rest and I'm sure it will re-energize you for the tasks ahead of us.

But let's all keep in mind the importance of representing our ship, our Navy and our country as well as we possibly can. What the CO said yesterday is absolutely true; you are American ambassadors every time you set foot on foreign soil. This is no different and your conduct will represent every American citizen.

A couple pointers, and you know me so you can probably guess them right off the bat. Liberty starts on the ship. Actually, it starts in your berthings when you're making that decision as to what to wear. You've seen the port brief and the PowerPoint on SITE. You know our expectations. Our civilian clothes policy is designed to assure you represent our country appropriately. As with every liberty port there will be a bit of a wait for those first few liberty launches. It would be a shame if you got

turned around for wearing something not in keeping with the civilian attire guidance.

Once you get ashore, the challenges are different. You've heard me say it before but the message remains this: please drink in moderation. The second chances you might have been afforded for an alcohol-related incident aren't as automatic as they used to be. Remain aware of your surroundings and monitor the amount you drink.

If you're with a group, look out for one another. Keep an eye on your Shipmates and don't be afraid to step in when it appears someone has had one drink too many.

Three days in Hong Kong presents so many opportunities for you to experience a historic culture, one that many of you have never been introduced to before. This port visit offers great chances for positive liberty experiences.

We've got community relations projects, dinner with local American and Hong Kong citizens, sporting events and amazing tours set up by our

FunBoss. Take advantage of these because years down the road you'll be thankful to have those memories of a country many of your friends back in the States will never experience.

The shopping is great. The food is amazing. Hong Kong itself is one of the favorite cities in the world for tourists because the culture is so diverse. Experience it. Meet the people and create memories you can share with your families.

Above all, never forget that you are Carl Vinson Sailors. You've built the best reputation in the fleet. Living up to it is all of our responsibility. ●



Courtesies, Customs and Ceremonies COURTESIES, CUSTOMS AND CEREMONIES

TAKEN FROM THE 24TH EDITION BLUE JACKETS' MANUAL

MANNING THE RAILS

In the days of sail, a custom evolved in which the crew would "man the yards" by standing evenly spaced on all the ship's yards (crossbars on masts from which sails were suspended) and giving three cheers to honor a distinguished person. Today, the custom has become *manning the rail* since modern ships have few or no yards. To accomplish this, the crew is stationed at regular intervals along the rails and superstructure of a ship. This is done as a means of rendering honors to the president, the head of a foreign state, or the member of a reigning royal family. Sailors so stationed do not salute.

It has also become the custom for ships to man the rail when entering port after a long deployment as a way of honoring those who were left behind to await the ships return. ●



REMEMBER OPSEC

- WHEN ASKED ABOUT RECENT OPERATIONS, SAY "I AM NOT AUTHORIZED TO DISCUSS THESE SPECIFIC OPERATIONS."
- DO NOT TRANSMIT SENSITIVE INFORMATION VIA PHONE OR INTERNET, ANYWHERE!
- REMEMBER, DISCUSSION OF RECENT OR FUTURE OPERATIONS OR SHIP'S MOVEMENT IS PROHIBITED. OPSEC MUST BE IN THE FRONT OF YOUR MINDS AT ALL TIMES.

COMRELS

DECEMBER 28
 PO LEUNG KUK.....0700-1500
 SALVATION ARMY.....1100-1600
 SUNSHINE ACTION1100-1630

DECEMBER 29
 ST. BARNABAS' SOCIETY & HOME
 0700-1230
 HONG CHI PINEHILL VILLAGE
 0700-1500
 SUNSHINE ACTION0700-1530

COMRELS MUSTER IN HANGAR BAY 3.

MWR TOURS MUSTER AT THE TENT AT FENWICK PIER.

LOOK FOR MWR SIGNS/REPS WHEN YOU DEPART FERRY.
 LIBERTY BUDDIES ARE ONLY REQUIRED IF YOU PLAN TO STAY OUT IN TOWN AFTER A TOUR. THOSE WITHOUT LIBERTY BUDDIES, RETURN TO THE SHIP VIA SHIP FERRY.

IF YOU HAVE ADDITIONAL QUESTIONS MAKE SURE TO ASK YOUR CHAIN OF COMMAND PRIOR TO DEPARTING ON LIBERTY... THERE ARE NO STUPID QUESTIONS!!!!

CURRENCY

THE MOST COMMONLY USED CURRENCY IN HONG KONG IS THE HONG KONG DOLLAR.

\$1.00 USD = 7.8 HKD

Drinking Age: 18

KEEP IN MIND:

FOREIGN INTELLIGENCE SERVICES HAVE A PRESENCE IN HONG KONG AND ARE VERY ACTIVE. THEY MAY ATTEMPT TO ELICIT INFORMATION ABOUT YOUR MISSION, OR SENSITIVE INFORMATION ABOUT THE SHIP. IMMEDIATELY REPORT ANY ATTEMPTS TO SOLICIT INFORMATION TO NCIS AND YOUR COMMAND.

YOU REPRESENT YOUR COUNTRY, YOU REPRESENT YOUR SHIP, AND PEOPLE ARE NOW PAYING ATTENTION TO YOUR ACTIVITIES.

LIBERTY ATTIRE

- MODESTY AND CLEANLINESS ARE MANDATORY.
- SHORTS AND PANTS MUST HAVE BELTS.
- NO DRUG, POLITICAL, RACIAL, OBSCENE OR RELIGIOUS LOGOS ON CLOTHING OR ACCESSORIES.

REMEMBER:

- DRINK ONLY BOTTLED WATER
- WASH YOUR HANDS
- WEAR SUNSCREEN
- RESPECT THE CULTURE
- REPORT ALL SUSPICIOUS ACTIVITY AND QUESTIONING

DUTY SECTION MUSTER AT 0700

DEC 27 4 & 8
 DEC 28 1 & 5
 DEC 29 2 & 6

LIBERTY EXPIRATION TIMES DECEMBER 27-28

CLASS "B"2000
 CLASS "A"2200
 E-4 AND BELOW2400
 E-50100
 E-6 AND ABOVE0200

DECEMBER 29

CLASS "B"2000
 CLASS "A"2100
 E-4 AND BELOW2100
 E-52200
 E-62300
 E-7 AND ABOVE2400

CLASS "A" & "B" LIBERTY EXPIRES ONBOARD THE SHIP

HONG KONG



OFF LIMITS:

- UPPER LEVELS OF CHUNGKING MANSION AND MIRADOR MANSION
- COUNTERFEIT MERCHANDISE SHOPS
- RENTING AND/OR RIDING ANY MOTORIZED VEHICLE OR WATERCRAFT
- HITCHHIKING, SKYDIVING, BARTENDING, BUNGEE JUMPING
- TATTOO, PIERCING PARLORS
- PROSTITUTES (UCMJ OFFENSE)
- AREAS OUTSIDE OF DESIGNATED LIBERTY BOUNDARY

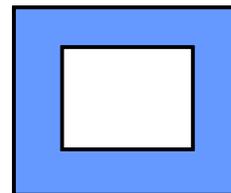
JAYWALKING AND SPITTING IS PROHIBITED

FENWICK PIER

WHEN ARRIVING FROM THE SHIP, YOU WILL EMBARK UPON THE FLEET LANDING CENTER. SOME SERVICES OFFERED WILL BE:

- ATM'S
- NAVY FEDERAL CREDIT UNION
- US POST OFFICE
- PHONE CENTER
- INTERNET CAFE
- CURRENCY EXCHANGE
- 24 HOUR LAUNDRY SERVICE

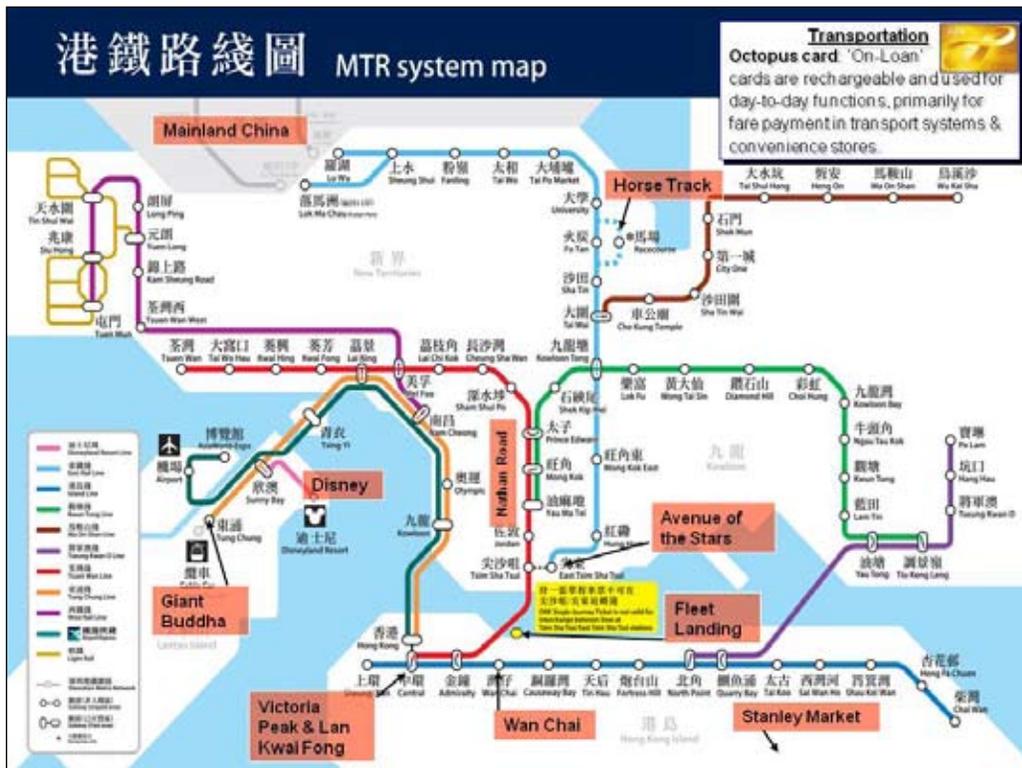
GENERAL RECALL



ALL HANDS SHOULD ENSURE THEY CAN RETURN TO VINSON WITHIN NINE HOURS. A RECALL WILL BE SIGNALLED THROUGH THE TV AND RADIO AND THE SIGNAL FLAG "PAPA" (BLUE SQUARE WITH A WHITE SQUARE IN THE CENTER) FLOWN FROM THE MAST.

DON'T MAKE YOURSELF A TARGET:

- AVOID BAR TABS, JUST PAY AS YOU GO.
- DO NOT GIVE MONEY TO PANHANDLERS, OR SHOW OVERT DISPLAYS OF WEALTH.
- STAY IN WELL-LIT, WELL-POPULATED AREAS.
- STAY AWAY FROM PROTESTS AND DEMONSTRATIONS.
- STAY AWARE OF YOUR SURROUNDINGS.
- BEWARE OF PICKPOCKETS AND SCAM ARTISTS.
- IF IN DOUBT ABOUT SAFETY, LEAVE THE AREA WITH LIBERTY BUDDY.



SHORE PATROL IS HERE TO HELP

- CALL IF YOU FIND YOURSELF IN TROUBLE.
- CALL IF YOU FIND ANOTHER SAILOR IN TROUBLE.
- WE'RE NOT LOOKING TO BUST PEOPLE, JUST KEEP THEM OUT OF TROUBLE.
- SHORE PATROL WILL BE ON THE LOOKOUT FOR PUBLIC INTOXICATION, DRINKING IN THE STREET, FIGHTING, RUDE BEHAVIOR AND INAPPROPRIATE LIBERTY ATTIRE.



DIALOGUES

| WHAT ARE YOU LOOKING FORWARD TO IN HONG KONG? |



"I AM LOOKING FORWARD TO A GOOD MASSAGE AND SOME WELL NEEDED REST."

CS2
STACY EVANGELISTA

"I WANT TO TRY THE FOOD AND CALL MY FRIENDS AND FAMILY."

ABFAA
MICHAEL KOCERHA



"I CANNOT WAIT TO GO ON THE MWR TOURS."

SHSN
MAGALI PUJOL

"LOOKING FORWARD TO THE CULTURE AND GOOD FOOD."

ITSN
KAITLYN VALERIO



An F/A-18F Super Hornet assigned to Strike Fighter Squadron (VFA) 22 launches from the flight deck of Carl Vinson. U.S. Navy photo by Mass Communication Specialist 2nd Class (SW) James R. Evans.

ESWS|EAWs



AIR COMPRESSOR PLANTS OR SYSTEMS ARE CLASSIFIED AS LOW-PRESSURE (0 TO 150 PSIG), MEDIUM-PRESSURE (151 TO 1,000 PSIG), OR HIGH-PRESSURE (1,000 PSIG AND ABOVE).



AIR BOSS: THE BOSS IS RESPONSIBLE, UNDER THE CO, FOR THE SUPERVISION AND DIRECTION OF THE LAUNCHING, RECOVERING, VLA AND SHIPBOARD HANDLING OF AIRCRAFT, AND SERVICING PER CURRENT INSTRUCTIONS.

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