

USS CARL VINSON
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VOICE

WESTPAC 2011-2012 GOLD EAGLE AND TEAM QUICKSAND COMPLETE MONTH ONE

STORY BY

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

As the new year commences and 2011 bobs in our wake, Vinson's first month at sea concluded with Sailors re-acclimated and many now familiar with the risks and responsibilities of what it takes to make this city at sea operate.

During the month of December, pilots of Carrier Air Wing 17 "re-hacked" or re-earned their carrier qualifications and logged a total of 1,848 flight hours, stated Assistant Air Operations Officer Lt. Cmdr. Jeffrey E. Heilman.

While the flight crews were busy on deck, Medical and Dental Department Sailors worked diligently to ensure their Shipmates were healthy to perform their jobs.

Hospital Corpsman 1st Class (SW) Rebecca Bauer, assistant leading petty officer of Medical Department, said Medical saw record numbers in the first month out to sea. One hundred and fifty four X-rays and 29 surgeries were performed, with 12 major and 17 minor. The norm for X-rays is between 30 and 70, and a total of five surgeries occurred last deployment, she said.

Sailors also visited Medical for day-to-day care, with 1,564 shots and 5,000 needles used to date. A smallpox SHOTEX required more than 12,000 bandages.

Dental Department saw high numbers of patients as well. Hospital Corpsman 3rd Class Ryan Newkirk, Dental Department's front desk manager, said they scheduled over 2,700 appointments, filled 1,000 fillings, conducted 450

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Photo by:
MC2 (SW) James R. Evans | Carl Vinson Staff Photographer

FROM 'MONTH ONE' ON PAGE 1

teeth cleanings, and pulled 300 wisdom teeth.

Supply Department's S-2 Division has worked to ensure the crew is well-fed by supplying them with an abundance of nutrition. The amount of food Vinson's crew consumed amazed Vinson's Food Service Officer Chief Warrant Officer (CWO4) Loreto A. Lagrisola.

"I was aboard the USS Nimitz and deployed to the same area before, and this," he said, indicating a stores consumed report, "is double. I used to load \$1.5 million of stores. Now I load about \$3.5 million."

Lagrisola said the crew has consumed over \$1.25 million worth of food. "We ate 8,000 pounds of chicken, and that's only the hot wings," he exclaimed. "We ate 37,080 bags of cookies, almost 2,300 pounds of bacon and more than one ton of lobster tails."

The numbers show 34,233 pounds of fresh fruit, 36,631 pounds of beef and 38,366 pounds of chicken have been consumed as well. Along with food from

the mess decks, Supply Department's S-3 Division offers Sailors further sources of nourishment.

Ship's Serviceman 2nd Class (SW/AW) Seng I. Chan, S-3's records keeper, said more than \$459,000 was spent in the ship's store, 7-11 and vending machines.

"We've sold \$34,704 worth of Monster energy drinks, and \$20,074 of Red Bull," he said. "\$32,850 of revenue was generated from vending machines and Chuckie's Café produced \$13,694."

Supply Department's S-8 Division handled supplies coming onboard and inventoried consumables to issue to the crew.

"We moved a total of 1,143 pallets during four replenishments at sea," said S-8's Division Officer Lt. j.g. Alexander R. Cassidy. "That includes frozen food, chilled food, ship's store items, parts, mail, dry food, vegetables, trash and hazardous material. We have also recycled 92,850 pounds of aluminum cans, plastic pucks and cardboard bales."

Receiving stores in December was also

significant as Sailors anxiously anticipated care packages and Christmas presents.

Command Postal Officer Chief Logistics Specialist (SW/AW) Noe Nesmith said the ship received 61,579 pounds of mail in total since deploying, comprised of over 15,000 packages. Prior to dropping anchors in Hong Kong, the ship received 11,500 pounds of mail and took on 50,079 pounds once in port.

A more rapid connection to family and friends, and a contributor to a Sailor's well-being, Vinson's Internet service has been especially prevalent, said Information Systems Technician 1st Class (SW/AW) Robert Kappenhagen, Combat Systems Department's Automated Data Processing (ADP) Division leading petty officer.

"We've noticed an increase in bandwidth use from about 25 gigabytes per day to 43 gigabytes," he said. Though he is unsure whether the increase is due to the implementation of the new web user groups at the beginning of deployment, he believes Sailors are receiving quality Internet and e-mail service.●



MAN OVERBOARD

15 MINUTES TO MUSTER 4,280 SAILORS



PHOTOS BY: MC2 (SW) James R. Evans | MC3 (SW/AW) Timothy A. Hazel | MCSN George M. Bell | Carl Vinson Staff Photographers

STORY BY

MC2 (SW/AW) Lori D. Bent | Carl Vinson Staff Writer

Six short whistle blasts sound over the ship's IMC and Sailors pause only long enough to hear the Boatswain's Mate of the Watch announce, "Man Overboard." It is then that air wing and shipboard Sailors move up and forward on starboard, down and aft on port, quickly and smartly through the passageways to their division's designated mustering location.

After Vinson and Carrier Air Wing (CVW) 17 departed Hong Kong Dec. 30, a man overboard drill was called to ensure 100 percent accountability for the crew. Fifteen minutes later, all 4,280 Sailors on board were accounted for.

"If someone goes overboard we need to be able to get a muster as quickly as possible," said Personnel Specialist 3rd Class (SW) James Bryan, assigned to Administration Department X-3 Division and a mustering petty officer during a man overboard. "I record the time each department turns in a muster report and document if they are missing anyone."

He explained if a department is missing Sailors on the muster sheets, their names are announced over the IMC with the instruction to report to the executive officer in deck house three.

While departments are quickly conducting a 100 percent face-to-face muster of all assigned personnel, Administration Department stands by to report to the executive officer. Other departments spring into action by plotting the ship's location and preparing to deploy for a small boat or helo recovery.

A component for successfully executing a man overboard comes into play with Vinson's Navigation Department. Quartermaster 3rd Class Robert Howard explains what he does once he hears the six whistle blasts over the IMC.

"Our protocol is to immediately mark the man overboard on the voyage management system which is our electronic chart and the GPS system," Howard explained. "We make a note of the observation and survivability reports and plot the ship's position on our charts."

Meteorological and Oceanographic Center (METOC)

provides the observation report which consists of the weather and sea state conditions and the survivability report lists a person's chance of survival. Quartermasters are also responsible for hoisting the Oscar flag and manning the search lights.

"We will have all this done at around time plus two," he continued. "We will also toss a flare off the weather decks and work with Operations Department to get accurate bearing and range for the potential man in the water."

Deck Department plays a pivotal role in the events that unfold after a man overboard is called. They are responsible for lowering the rigid hull inflatable boat (RHIB) to rescue a man in the water.

"Once we hear the whistles we know we have to deploy our ready life boat," explained Boatswain's Mate 2nd Class (SW) Michael Blunt, 1st Division assistant leading petty officer and a davit captain during man overboard. "At time plus four, once the boat crew, medical personnel, line handlers and rescue swimmer are on scene, we start to lower the RHIB."

Blunt explained that even though a small boat rescue is Vinson's secondary means of recovery, they will always have a boat ready to launch.

"We practice everything as if it is the real deal," he said. "It eliminates confusion during evolutions because we have so many people manning up different stations. It can quickly become hectic with people yelling out instructions. Having drills helps the crew practice the procedures and maneuvers they will need to do in the event of a real man overboard situation."

Helicopter Anti-Submarine Squadron (HS) 15 also fills an important role during a man overboard. As the search and rescue (SAR) squadron on board, they are always prepared for a potential rescue.

"We are always at an alert status depending on what is going on with the ship at the time. If we are not at alert, we are already in the air," explained Naval Air Crewman 2nd Class (NAC/AW/SW) Cory Merritt, a SAR swimmer. "A normal alert status is alert 30, which means we have to have the helo off the deck in 30 minutes." ●

SAILOR IN THE SPOTLIGHT

IC3 (SW/AW) JALISHA CROSBY | COMBAT SYSTEMS - SHOP 82



STORY & PHOTOS BY

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

Interior Communications Electrician 3rd Class (SW/AW) Jalisha Crosby, a Toledo, Ohio native assigned to Combat Systems Department's CS-8 Division, is described by her supervisors as an exceptional Sailor any work center onboard would be proud to have.

By demonstrating her in-rate knowledge and dedication to her career, she has gained responsibilities above her pay grade. Her job consists of troubleshooting and maintaining shipboard interior communications equipment, as well as conducting corrective and preventive maintenance as required.

"Crosby is the type of worker that any shop needs," said Chief Interior Communications Electrician (SW) Jeffrey

Whittle, CS-8 Division leading chief petty officer. "She has great follow-through in all her work and attention to detail. When she has to do a job she ensures it is done to the best of her ability, and if she doesn't have an answer she asks the question."

Crosby enlisted in the Navy in October 2008 and has been aboard Carl Vinson since October 2009. She was onboard for Southern Seas 2010, WestPac 2010-2011, and is still hard-charging for WestPac 2011-2012.

"I always name Crosby when people ask me who my star Sailor is," said Interior Communications Electrician 1st Class (SW/AW) Anthony Tatum, CS-8 Division leading petty officer. "She helps her shipmates reach their qualifications, from the most basic up to their ESWS pin."

Crosby strives to learn different aspects of her job by being the division's telephone shop CS-82 work center supervisor and command interior communication instructor. She has also extended her willingness to help her Shipmates by taking on several collateral duties. She is the division's ESWS and EAWS coordinator, repair parts petty officer, and Morale, Welfare and Recreation (MWR) and menu review board representative.

Crosby credits her father, a Marine

Corps veteran, for giving her the inspiration to work hard and to appreciate and understand the importance of her job. She believes if she works hard, people around her will also want to work hard or harder.

Although she works in what is considered by her Shipmates as a high-demand customer service job, she appreciates the benefits of it - networking around the ship and working alongside people who she would never have met under other circumstances.

"I work with people from different walks of life," Crosby said. "We teach and learn from each other all the time."

It is Crosby's thirst for knowledge that allows her to perform a job that keeps her supervisors and Shipmates on their toes.

"I recall a time when I had Crosby troubleshoot phone lines. It amazed me how she knew what to do by studying a manual that is hundreds of pages long," Tatum said.

Even if this dual-qualified Sailor has achieved milestones since being onboard, she is still striving for more.

"I want to get my enlisted information dominance warfare specialist pin, study for my second class exam, take some NCPACE courses and work out for the next PRT," Crosby said. ●



FROM THE DECKPLATES:

TUESDAYS WITH THE CMC



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



Shipmates, 2012 is finally here. For the last couple of weeks you have been pondering what your New Year's Resolution will be. Lose weight. Eat healthier. Get your warfare device. Get your second warfare device. Take NCPACE college courses during deployment. Study for the advancement exam. Get more proficient in your rating. Earn the highest possible 3M or DC qualification.

The time to execute is now. There are so many opportunities for you to meet your goals. All our NCPACE instructors are aboard this week, and classes are scheduled to begin January 9. Good luck to you if you enrolled. I am very excited with the activity initiated by our first class petty officers on the aft mess decks. EAWS and ESWS Academies are being held three times a week at different times so all can participate. Advancement Academy starts this week, also with morning and evening classes.

The CPO Mess is also in the process of developing our first class petty officers for the probability of them entering the Mess

next September.

There is no excuse why you can't complete this deployment with a few more college credits, a warfare designator or two, or even an advancement to the next paygrade. The choice is yours. Opportunity is knocking at your door, don't keep it shut.

It is never too late to prepare for your future. Don't let the deployment slip by and then you ask yourself, "What did I do for the last five months?"

Keep your eyes and ears open, read the POD and the Green Sheet, and view SITE TV. There is information being passed about the ship. WAKE UP!!! Now is the time! ●



Courtesies, Customs and Ceremonies COURTESIES, CUSTOMS AND CEREMONIES

TAKEN FROM THE 24TH EDITION BLUE JACKETS' MANUAL

THE BRIDGE

When the ship is underway, the area known as the bridge serves as the control point of the vessel. A team of people will always be on watch serving the ship's special needs. The officer of the deck (OOD) heads the team and, serving as the captain's direct representative, is responsible for the safe navigation of the vessel and for carrying out the ship's routine. He or she is assisted by a team of watchstanders, who carry out a number of functions such as steering the ship and making announcements on the general announcing (IMC) system to assist in maintaining the ship's routine.

There is a formality associated with the bridge, and many ships require all non-watch personnel to request permission

from the OOD to come on the bridge, accompanying their request with a salute. This is more than a mere tradition since it allows the OOD to control access to the bridge, ensuring that the watch team is not inhibited in carrying out its important duties by having too many people in the way.

Another custom that serves a useful purpose is calling out "Captain is on the bridge" by the first person to see the commanding officer enter the bridge area. This alerts the OOD and other watchstanders to the captain's presence, which is important since it is the OOD's responsibility to report significant happenings to the captain and since the captain's authority supersedes that of the OOD when she or he is on the bridge. ●

CARL VINSON AND CVW 17 CELEBRATE 2012 OUT AT SEA

STORY BY

MC2 (SW/AW) Lori D. Bent | *Carl Vinson Staff Writer*

Carl Vinson and embarked Carrier Air Wing (CVW) 17 Sailors were among the first to ring in the new year during their Western Pacific deployment Dec. 31.

Due to crossing the time zone west of the International Dateline Dec. 14, Vinson celebrated the New Year 16 hours prior to friends and family in the ship's homeport of San Diego.

Carl Vinson's Morale, Welfare and Recreation department sponsored a New Year's Eve celebration in the ship's hangar bay, which included music, dancing, karaoke, and a non-alcoholic toast to 2012.

Sailors enjoyed a "Year in Review" video which recapped the ship's 2010-2011 WestPac deployment. The video ended with a countdown to midnight, followed by a gun shoot from Weapons Department G-2 Division.

Gunner's Mate 2nd Class Justin Woods and Sailors from G-2 Division fired 800 .50-caliber rounds, 40 40mm rounds and 32 signal kits consisting of pencil and parachute flares, off the starboard side of the ship.

"It was a lot of fun, although we were limited to the amount of rounds we could use," Hunt said. "Although it was work for us, it was very satisfying. I wish I could have seen the crew's reaction."

Before ringing in the New Year, Vinson's Food Service Officer and oldest Sailor, Chief Warrant Officer (CWO4) Loreto Lagrisola, 54, rang the ship's bell eight times to mark the end of 2011. To signify the beginning of a new year, Vinson's youngest Sailor, Seaman Brayden Hunt, 18, assigned to Deck Department's 1st Division, rang the bell another eight times after midnight.

"I was the oldest guy at my last command and I got to cut the New Year's cake," Lagrisola said. "I am proud to be a part of this. As I get older, my career advances and now I have achieved a lot. With my experiences I tell Sailors to stay true to themselves, follow the rules and study hard!"

Hunt describes this experience as something he would not have been a part of outside the Navy.

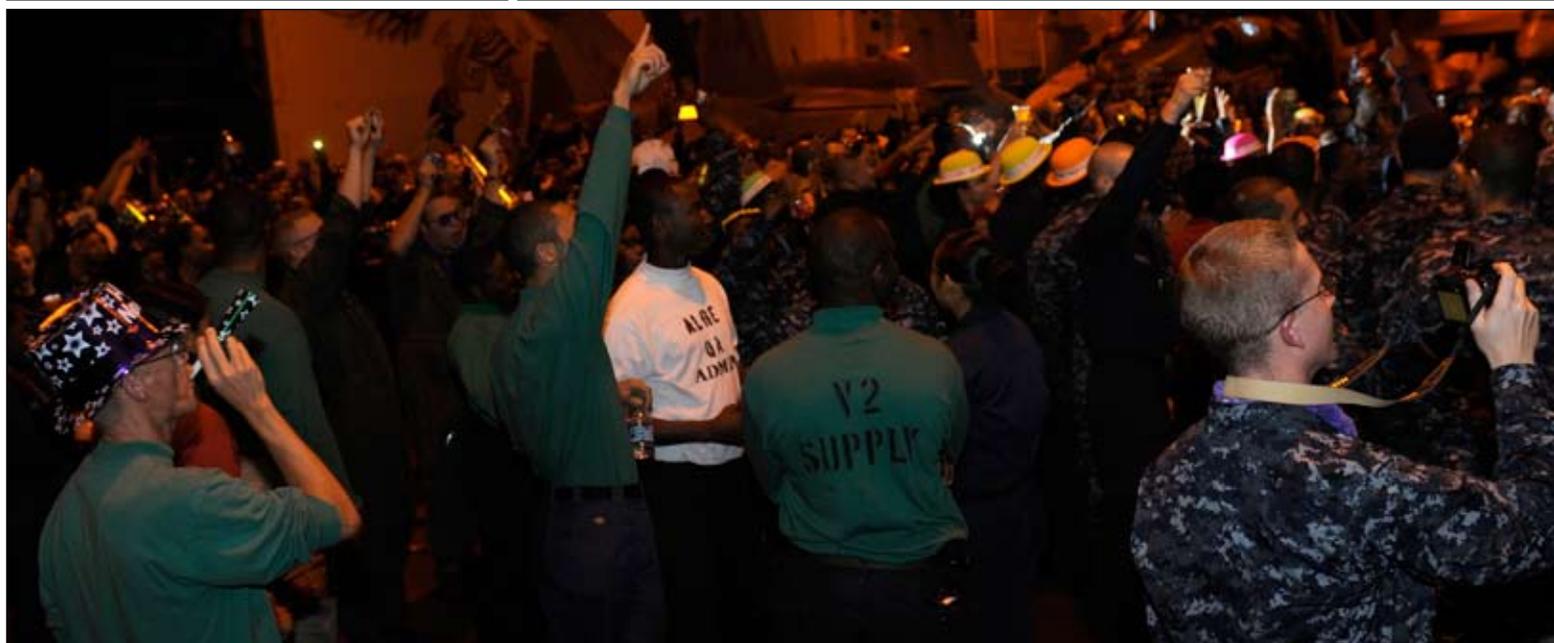
"It's not something everyone gets to experience," he said. "A year ago I was in high school, now I'm exploring the world while my friends are sitting in a junior college classroom." ●



HAPPY NEW YEAR!

PHOTOS BY

MC3 (SW) Christopher K. Hwang | MCSN Dean M. Cates | Carl Vinson Staff Photographers



DIALOGUES

|WHAT GIFTS DID YOU RECEIVE IN THE MAIL?|

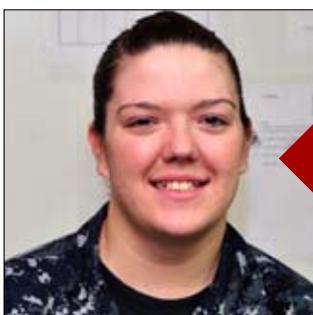


"I GOT SOME COOKIES FROM MY AUNT. A LOT OF SWEETS FROM MOM AND DAD, AND HOMEMADE ITALIAN COOKIES FROM MY GRANDMA - BEST COOKIES YOU'VE EVER HAD."

LSSA
LEVINO VALENTINI

"I GOT SOME OF EVERYTHING. A LOT OF CANDY AND CHRISTMAS CARDS."

AT2 (AW/SW)
KEN MYERS



"I WAS EXCITED. I GOT A PACKAGE FROM OPERATION GRATITUDE. IT MADE MY DAY SO FAR."

SHSN
AMBER WALKER

"I GOT A PACKAGE FROM MY GODPARENTS. THEY SENT ME A LOT OF OREOS AND THEIR PRAYERS."

HTFN
BRIDGET CARROLL



CARL VINSON ADVANCEMENT TEAM

PO1PMK
MONDAY/SATURDAY
@0830-1000/1900-2030
AFT MESS DECKS

PO2 PMK
WEDNESDAY
@0830-1000/1900-2030
AFT MESS DECKS

PO3 PMK
FRIDAY
@0830-1000/1900-2030
AFT MESS DECKS



ESWS||EAWs



YELLOW JERSEY – AIRCRAFT HANDLING OFFICERS AND PLANE DIRECTORS. BLUE JERSEY – AIRCRAFT HANDLING CREW AND CHOCKMEN.



SPS-48- LONG RANGE 3-D AIR SEARCH RADAR. MINIMUM RANGE 5,000 YARDS. MAXIMUM RANGE 220 NAUTICAL MILES.

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