



# From Forecastle to Fantail: IKE Engineering Does It All

Story by MC3 (SW) Mack Jamieson  
5 Star Writer

They keep the air cool, the water hot, the motors revved and the ship running. Nimitz-class aircraft carrier USS Dwight D. Eisenhower's (CVN 69) (IKE) Engineering Department does it all.

Engineering Department consists of four divisions made up of 237 Sailors from six rates, all working to keep IKE a functioning, efficient and battle-ready ship.

IKE's Electrical Officer, Lt. Billy Duncan, said Engineering Department plays a role in almost every operation carried out aboard IKE.

"From the forecandle to the fantail, from the keel to the top of the island, Engineering Department takes care of everything," said Duncan.

Duncan said the divisions that make up Engineering Department, Auxiliary, Damage Control, E Division, Repair Division, Maintenance Support Center and 3M/QA Division have vastly different jobs, but all come together as a unit to ensure operations aboard IKE aren't hampered by technical difficulties.

"If we use the analogy that a carrier is a small town, Engineering Department would be the fire department, utility services, the plumbers and air conditioning repairmen to name just a few of our responsibilities," said Duncan.

Engineering Leading Chief Petty Officer, Master Chief Lee Salas said the health and comfort of IKE is also a large part of Engineering Department's job.

"We maintain all of the equipment in the ship's laundry and the equipment

in the galley," said Salas. "These two areas would render the ship unlivable if they were to go down."

It takes a large degree of coordination, said Duncan, to keep all the different parts working together, but the Sailors of Engineering Department are willing and able to work incredibly hard to ensure the mission is accomplished.

"How hard our Sailors work needs to be emphasized," said Duncan. "They are the ones down there in the spaces turning the wrenches. It is something new every day for them, and they are held accountable by the leadership and other departments to perform at a very high level; they have proven again and again that they are able to perform at that level on command."

And while other departments prepare for a drawdown in the workload that comes at the end of a deployment, Engineering Department is preparing to ramp up their efforts.

"There are a lot of repairs and maintenance jobs we can't do while the ship is underway," said Duncan. "We are going to have to begin all that work when we pull back into port. So while other Sailors are leaving, we are going to be here at night working to get those necessary jobs done."

The Engineering Sailors are willing to work as hard as they do, said Duncan, because they know how important their work is.

"The job can be frustrating," said Duncan. "Sometimes Sailors on the ship don't take care of their equipment as well as they could, and our Engineering Sailors end up doing more work because of it, but at the end of the day, our Sailors know that they

have some of the most important jobs aboard IKE, and if it wasn't for them we couldn't function. They take pride in that."

Salas agreed that Sailors in the Engineering Department play a vital role in maintaining IKE for the good of all aboard.

"Our Sailors keep our ship going, but it is a team effort," said Salas. "We, in Engineering, know our job is very important, but other Sailors aboard are also doing very important work. That sense of teamwork is what makes our Engineering Sailors stand out. They do their jobs but they always remember that we are a part of a bigger whole: the Five Star Team."



HTFR Brian Shults from Engineering Department's Repair Division uses shielded arc welding in the Sheet Metal Shop's weld booth. (Photo by MC3 (SW) Mack Jamieson)



DC1 (SW/AW) Mario Chalmers instructs DC3 Joshua Johnson on SAR/SCBA (Supply Air Respirator/Self Contained Breathing Apparatus) maintenance. (Photo by MC3 (SW) Mack Jamieson)



EM3 (SW) Chris Coleman from E Division removes varnish from a ventilation motor in the Motor Rewind Shop. (Photo by MC3 (SW) Mack Jamieson)

IIIIII STAY in the Zone IIIIIII

From the Desk of the 3MC:

## Fire Hose Stations and Fireplugs

**3M Question of the week.**  
Do brand new fire hoses require hydrostatic testing? No the A-21R (MIP 6641/004-10) states that the manufacturer's hydro date is sufficient. You need to stencil the date on the hose IAW the MRC.

**555-4.4 FIRE HOSE STATIONS AND FIREPLUGS**  
555-4.4.1 GENERAL. A fire hose station is the location of a fireplug and associated equipment. A fireplug is the valve at a fire hose station. A fire hose station is commonly referred to as either a fire station or fireplug. Branches of the firemain system supply water to fire hose stations throughout the ship (see Figure 555-4-5). Generally, fire hose stations have size 1-1/2 inch fireplugs for frigates and smaller ships and size 2-1/2 inch fireplugs for ships larger than frigates.

Figure 555-4-5 Typical Fire Hose Station

**555-4.4.2 SHIPS WITH 2-1/2 INCH FIREPLUGS.** Fire hose stations are installed on ships requiring size 2-1/2 inch fireplugs in quantity and location to permit reaching any weather area of main weather decks and any area on the lower decks from at least two fire hose stations with 100 feet of hose. On superstructures, fire hose stations are installed to permit reaching any area from two fire hose stations with 50 feet of hose.

**555-4.4.3 SHIPS WITH 1-1/2 INCH FIREPLUGS.** Fire hose stations are installed on ships requiring size 1-1/2 inch fireplugs in quantity and location to permit reaching any main weather deck area or below deck area from at least two fire hose stations with 50 feet of hose. Coverage of all areas of the superstructure are provided from at least two fire hose stations with 50 feet of hose.



# PROFILE



## ELECTRICIANS MATE



*EM3(SW/AW) Moses Johnson*

**Department/Division:**  
Engineering/E

**Hometown:**  
Philadelphia, Pa.

**Time in the Navy:**  
4 years/3 Deployments

**Goals:**  
College degree in  
Electrical Engineering

“ I maintain and train the personnel in my workcenter by ensuring qualifications are met. I also work on the flight deck and I am the repair party electrician on the nucleus fire party. My job is very rewarding, knowing that training junior Sailors in my division helps them achieve their personal goals and excel in their careers. ”



# ANNOUNCEMENTS/MOVIES



## RACK OF THE DAY

**SAILOR  
EMI (SW/AW) DAVID JENKINS**

**DEPT/DIVISION  
ENG/E**



## SPACE OF THE DAY

**SAILORS  
DCFN TONY DEPAULO**

**SPACE  
2-113-1-L  
AFFF STATION 7  
DEPT/DIVISION  
ENG/DC**

### OPEN, from page 3

to put no expectations on myself this weekend because, A, I know there's a lot of great players out here, and B, this golf course is extremely difficult."

Through two rounds, only eight players had cracked 70 — a list that included McDowell and Els, who had both carded 68s on Friday before Mickelson took the course and showed what, exactly, was possible.

Like Mickelson, Els got some things ironed out with his putter between rounds, then came out and made putts that didn't go in the day before. Els came in a distant, and embarrassing, second to Woods back in 2000 and took flak when he proclaimed that, "It seems like we're not playing in the same ballpark right now."

Now, he's back in the ballpark, trying to make up for lost time. It's been 16 years since he won his first U.S. Open. That he's won only two more majors since seems like something of a disappointment to some.

"The expectations are there, obviously," Els said. "And I probably fell victim to that a little bit because I had many — numerous — chances of winning majors, which I didn't. I've won three and I look back at it now, I'm pleased to have done that."

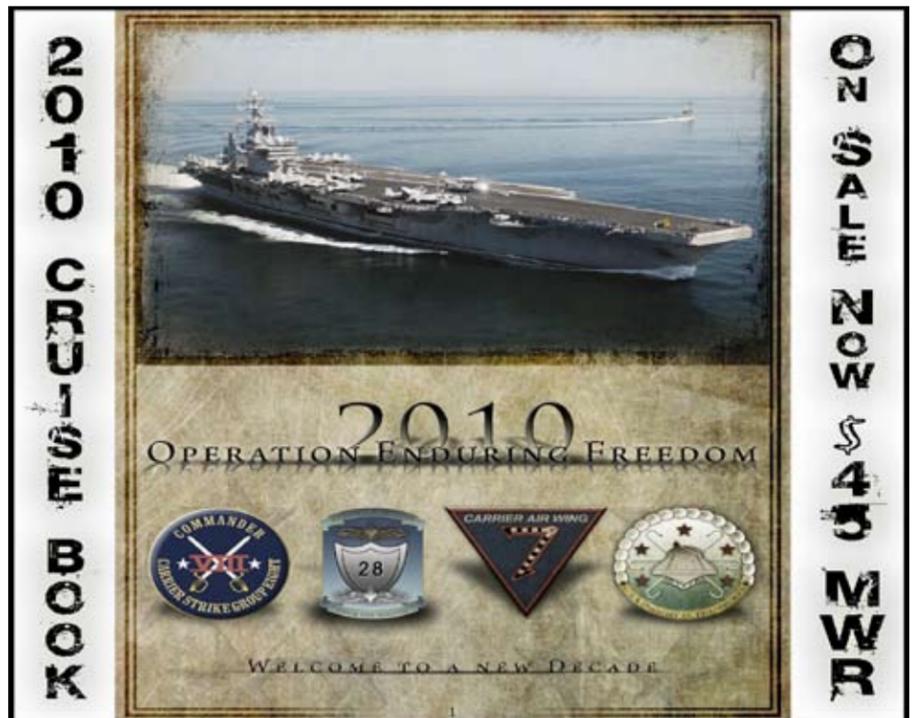
Also in the field for the weekend: Tom Watson. The 60-year-old Watson made the cut on the number to extend what has turned into more of a stroll through memory lane than a true title run, the likes of which he made last year at the British Open before coming up one agonizing putt short at the end.

When he holed his putt on No. 18, he received a deep, warm ovation and took a kindly bow, not knowing at the time that he'd be around for the weekend.

"We'll think about the sentimental part of it later," Watson said.

Indeed, there's very little time for reminiscing or picture taking this week, even if the course is Pebble Beach — one of the most beautiful in America.

Nobody tamed the beauty better than Mickelson on this day.



*Happy Birthday!*

**The IKE Birthday meal for the month of June will be held on Wednesday, June 23 at 5:45 p.m. in the First Class Mess.**

**Signups will be taken in the S-2 Administration/Training Office, located at 2-175-5-Q until 6 p.m. on June 22. ID card is required to sign up. Points of contact are CS1 Oldham, CS3 Bates and CS3 Harris, at J-6740/6707.**

**5 STAR** (LIKE IKE CVN 69)

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## MONDAY'S IKE MOVIE SCHEDULE

Channel 5	Channel 6	Channel 7	Channel 8
8:30 a.m. Harry Potter: Order of the Phoenix	8:30 a.m. Up in the Air	8:30 a.m. Conan	8:30 a.m. SERE Training
10:30 a.m. Harry Potter: Half-Blood Prince	10:30 a.m. Eagle Eye	10:30 a.m. Tank	10:30 a.m. 3M Ladderwells/Flushometers
12:30 p.m. Youth in Revolt	12:30 p.m. Transformers	12:30 p.m. Beverly Hills Cop	12:30 p.m. Coping with Military Separations
3 p.m. Meet Dave	3 p.m. Transformers 2	3 p.m. Hot Rod	3 p.m. Sexual Assault: It Could Happen to You
5:30 p.m. Rock n Rolla	5:30 p.m. My Super Ex Girlfriend	5:30 p.m. Memoirs of a Geisha	5:30 p.m. RSEP: Islam and the Middle East
7:30 p.m. IKE News	7:30 p.m. IKE News	7:30 p.m. IKE News	7:30 p.m. IKE News
8 p.m. Harry Potter: Order of the Phoenix	8 p.m. Up in the Air	8 p.m. Rack of the Day Pick	8 p.m. SERE Training
10 p.m. Harry Potter: Half-Blood Prince	10 p.m. Eagle Eye	10 p.m. Tank	10 p.m. 3M Ladderwells/Flushometers
12 a.m. Youth in Revolt	12 a.m. Transformers	12 a.m. Beverly Hills Cop	12 a.m. Coping with Military Separations
2 a.m. Meet Dave	2 a.m. Transformers 2	2 a.m. Hot Rod	2 a.m. Sexual Assault: It Could Happen to You
4 a.m. Rock n Rolla	4 a.m. My Super Ex Girlfriend	4 a.m. Memoirs of a Geisha	4 a.m. RSEP: Islam and the Middle East