



DEPARTMENT OF THE NAVY

USS CARL VINSON (CVN-70)

FLEET POST OFFICE AP

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From: Commanding Officer, USS CARL VINSON (CVN 70)

To: Director of Naval History (OP-09BH)

Subj: 1993 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Ship's Mission and Organizational Structure  
(2) Historical Narrative  
(3) Ship's Chronology  
(4) Significant Departmental Achievements  
(5) Welcome Aboard Books  
(6) Commanding Officer's Biography and Photograph  
(7) 1993 Press Clippings

1. Per reference (a), enclosures (1) through (7) are forwarded.

J.S. PAYNE

## USS CARL VINSON (CVN 70) MISSION

USS CARL VINSON (CVN 70) is one of the most modern and formidable fighting vessels in the world. The latest in technology plus the skills and stamina of the American sailor are combined on board the ship to enable us to answer any conceivable threat to world peace.

The ship is part of the U.S. Navy's Pacific Fleet, which helps maintain stability in a region of great strategic and economic importance to the United States - the Pacific Rim. This area covers one-third of the earth's surface and more than one-half of the earth's total ocean area. More than 60 percent of the world's population lives in or around the Pacific Rim and more than 40 nations use these waters to transport their commerce. The U.S. trades more in this area than anywhere else. CARL VINSON is ideally suited to provide stability, to assist in humanitarian operations and ensure our national interests are protected in this important part of the world.

CARL VINSON, with her embarked air wing, offers a flexible sustainable force capable of carrying out a wide variety of missions. The ship can rapidly reposition and respond to emerging and ongoing world events. The primary mission in a crisis would be to maintain a presence and show the United States flag as a sign of deterrence. Should deterrence fail, the ship and embarked air wing are quite capable of carrying out a variety of missions to project power ashore in protecting our country's interests. These missions include establishing air superiority, denying surface ships and submarines use of a specified area of water, performing long range strikes into enemy territory, intercepting merchant shipping to enforce established sanctions, and evacuating military and civilian personnel from foreign territory.

Our nuclear power plant enables us to respond rapidly and in advance of support vessels required for other types of fighting ships, bringing our embarked air wing to any scene of trouble around the globe. The ship can transit for extended periods in speeds in excess of 30 knots without the need to replenish propulsion fuel.

The dedication, professionalism, hard work and combat readiness of the officers and crew of the CARL VINSON ensure the ship is ready to meet any challenge the future may hold.

USS CARL VINSON's immediate senior commander is:

- a. Administrative. Commander, Naval Air Forces, U.S. Pacific Fleet.
- b. Operational. Commander, Cruiser Destroyer Group THREE.

Encl (1)

USS CARL VINSON (CVN 70) ORGANIZATIONAL STRUCTURE

Commanding Officer	CAPT John S. Payne
Executive Officer	CAPT Robert F. Willard (Jan-Nov) CAPT Evan M. Chanik (Nov-Dec)
Command Master Chief	OSCM Richard Sheridan
Administration Officer	LCDR Richard James (Jan-May) LT Robert Findley (May-Dec)
AIMD Officer	CDR Christopher Roum
Air Boss	CDR Jeffrey Harris (Jan-Feb) CDR Rick White (Feb-Dec)
Chief Engineer	CDR Larry Burrill (Jan-Jul) CDR Thomas Coumes (Jul-Dec)
Command Chaplain	CDR Timothy Morita
Communications Officer	LCDR Malcolm Rathbun
Dental Officer	CDR Eugene Nolfi, Jr.
First Lieutenant	LCDR Jeffrey Davison (Jan-Oct) LT Bill Rogers (Oct-Dec)
Legal Office	LCDR Allan Beall
Marine Detachment	CAPT Leon Brown, USMC
Navigaton Officer	CDR Hugh Story
Operations Officer	CAPT Michael Shutt (Jan-Jul) CAPT Marion Boose (Jul-Dec)
Public Affairs Officer	LT Rod Gibbons
Reactor Officer	CAPT David Brown
Safety Officer	CDR John Merrill (Jan-Aug) CDR Keith Quigley (Aug-Dec)
Senior Medical Officer	CAPT Fitzgerald Jenkins (Jan-Mar) LCDR Jeffrey Brinker (Mar-Dec)
Supply Officer	CDR Michael Dillenburg
Training Officer	LCDR Jan Meyers
Weapons Officer	CDR Thomas Reid

## USS CARL VINSON (CVN 70) NARRATIVE

USS CARL VINSON (CVN 70) began 1993 in the Puget Sound Naval Shipyard in Bremerton, Washington. The ship was in the final stages of completing an extensive complex overhaul which included updates to many of her combat and propulsion systems, flight deck launch and recovery equipment and upgrading the ship's habitability areas. The 300 million dollar overhaul began in September 1990 and ended upon the successful completion of Sea Trials in April 1993.

During the first three months of 1993, the crew worked diligently in preparing the carrier for the many certifications and inspections prior to Sea Trials. Dock Trials, Crew Certification, Crew Assessment for Readiness and Training (CART) and Fast Cruise were some examples. Finally, on 1 April, the call "Underway, shift colors" was heard for the first time in nearly three years. As the ship inched itself away from the shipyard's Pier 3, crew members and shipyard workers waved to each other as the ship headed for Sea Trials off the coast of Washington.

Completing Sea Trials several days early, CARL VINSON returned to Pier 3 and began final plans for the change of home port back to NAS Alameda. Also known as "Noah's Ark" the ship embarked several hundred family members and 97 cars for the two day transit back to the San Francisco Bay area. The ship said goodbye to Puget sound Naval shipyard on 13 April.

Arriving in Alameda on April 15 the ship was greeted by fireboats, aircraft flyovers, a Navy Band and a multitude of families and friends on the pier. The ship's homecoming received local, regional and national press coverage ranging from the local Alameda Times-star to CNN.

CARL VINSON left Alameda 12 days later on April 27 to certify her new combat and ACLS system. During this time, the crew continued to gain proficiency operating the ship at sea, conducting flight operations and adjusting to shipboard life. The ship also conducted it's first port visit in four years at NAS North Island, in San Diego on May 7. The ship remained inport until May 10.

The ship departed San Diego to begin the first of several Tailored Ship Training Availability (TSTA) periods which would prepare the ship for its upcoming deployment. Known on the East Coast as refresher training (REFTRA), TSTA served as a training ground for the crew in damage control and other shipboard drills.

CARL VINSON also conducted several underway replenishments with the USNS GUADALUPE, bringing both cargo and JP-5 aviation fuel aboard. CARL VINSON returned to San Diego on May 24 for a two day visit.

Underway on May 26, the "Gold Eagle" served as a qualifying platform for several West Coast Fleet Replacement Squadrons. The ship conducted six days of day and night carrier qualification flight operations, while conducting a second phase of TSTA.

Also during this time, the ship hosted 51 Distinguished Visitors (DVs) and media, including the U.S. - Russian Incident at Sea Delegation where several ranking American and Russian naval officers visited the aircraft carrier to observe flight operations. Several working media also visited the ship, to include a film crew from the "American Adventurer" television show; a Portland, OR television film crew doing a feature on the Portland Rose Festival; and four aviation writers from Finland. A video film crew from Navy Broadcasting Service Detachment, San Diego also filmed one of the first women combat pilots, LT Shannon Workman, performing her FRS carrier qualifications on May 26-28.

Following this at sea period, CARL VINSON returned to NAS Alameda on June 2, for three weeks inport.

Underway on 23 June, the "Gold Eagle" soon found herself in the midst of another TSTA period off the Southern California coast. This included a one day visit from the Commander, Operational Test and Evaluation Force to observe the Joint Tactical Information Data System (JTIDS) and Surface Ship Torpedo Defense (SSTD) system in operation.

CARL VINSON arrived back in Alameda on July 2 for a five day inport period.

Departing Alameda on July 7, the ship was again operating in the midst of another challenging TSTA and high tempo FRS CQ evolutions. Fifty two DVs and four media representatives also visited the ship during the next nine day period.

Another brief inport in Alameda from July 16-22 allowed the ship time to make final arrangements prior to getting underway for the annual Seattle Seafair community celebration.

CARL VINSON sailed north along the Pacific Coast conducting operations with several other ships from her battle group: USS ARKANSAS (CGN 41), USS ANTIETAM (CG 54), USS ASHEVILLE (SSN 757) and USS CAMDEN (AOE 2) before pulling into the Naval Weapons Facility at Indian Island, WA the evening of July 27. The next morning, nearly 2,000 family, friends and Seattle Seafair guests boarded the ship for the six hour cruise to Seattle Harbor. A picnic lunch in the hangar bay, musical entertainment and several static displays of aircraft and shipboard equipment kept everyone entertained.

During the next five days, the ship hosted more than 22,000 visitors, the official Seafair Welcoming ceremony, several luncheons and a 300 guest reception aboard the ship.

Departing Seattle on August 2, the ship made a two day visit to Indian Island for a weapons onload. On August 4, the ship departed the Pacific Northwest and after making an underway refueling with USS CAMDEN on August 5, pulled back into Alameda on Friday, August 6.

Monday, August 9, nearly 4,000 family and friends boarded for the ship's first Dependent's Day Cruise in nearly four years. Entertainment included a variety of musicians, comedians and a tactical air demonstration by the ship's own air wing, CVW-14.

An advance party preparing for an upcoming visit to Alameda by President Clinton noticed the "Gold Eagle" returning to port and requested the ship be used as support for the President. With only a 72 hour notice, the ship prepared for its first ever Presidential visit.

On Friday the 13th, President Clinton spoke to a crowd of sailors and civilians on the pier in front of the ship on the topic of base closures. Following a brief visit to the USS ARKANSAS, "United States, arriving" was piped over CARL VINSON's 1MC as the President made his way up the brow. Sailors lined four-deep in the hangar bay to shake hands, take a picture or simply to catch a glimpse of the President. Taking nearly 20 minutes to traverse the hangar bay, President Clinton dined in Wardroom 3 with nearly 50 crew members from CARL VINSON, ARKANSAS, KANSAS CITY and NAS Alameda.

Also at lunch were several other Cabinet, Congressional and senior military officials. One hundred members of the White House Press Pool also ate a picnic style lunch in Hangar Bay Three.

Again taking time to shake every hand offered, the President slowly made his way back through the hangar bays and off the Quarterdeck. On the pier, he took the time to meet and pose for photographs with several sailors from his home state of Arkansas before leaving in the Presidential limousine.

Six days later, the "Gold Eagle" slipped past the Golden Gate bridge for another combined TSTA/FRS CQ period. During this time, the ship hosted 44 DVs including a U.S. Congressional delegation, the Secretary of the Navy's Guest Cruise and the Boise, Idaho Chamber of Commerce.

The ship enjoyed its first real break since leaving the shipyard during a month long inport period from August 31 to September 30.

Underway on October 1, the carrier began intermediate and advanced stages of training with the air wing and battle group. This five week underway period was both intense and demanding for the crew. Daily drills, flight operations and tactical exercises honed skills and developed confidence in the crew's ability to fight the ship should she ever sail into harm's way. Despite a brief inport period in San Diego, this would be the longest underway period for the ship prior to her upcoming deployment. Designated the Pacific Fleet's "Ready Carrier", the crew accomplished a compressed turnaround schedule and achieved operational readiness in less than nine months. Returning to Alameda on November 8, the crew looked forward to enjoying Thanksgiving and a few weeks of inport time.

The last underway period for the year was in support of Commander, Third Fleet's annual FLEET-EX which combined the CARL VINSON Battle Group with the USS PELELIU Amphibious Ready Group in a practical demonstration of the Navy's new "From the Sea" strategy. Setting new standards of excellence in several exercise scenarios, the aircraft carrier passed it's final exam with flying colors.

The ship spent the remainder of 1993 inport in Alameda.

USS CARL VINSON (CVN 70) 1993 CHRONOLOGY

Jan

28 VAQ-139 tour (40 people)

Feb

10-11 Visit by CAPT J.J. Quinn (COMDESRON FIVE)  
23-25 Dock Trials  
25-26 Crew Certification (Phase II)  
27 Bremerton Navy League tour, Bremerton, WA (19 people)

Mar

16-17 Crew Assessment for Readiness and Training (Phase II)  
29-30 Fast Cruise

Apr

1 Underway from Puget Sound Naval Shipyard, Bremerton, WA  
1-7 Sea Trials

7 Inport PSNS, Bremerton WA  
12 Load-up of automobiles for Operation Noah's Ark

13 Underway from PSNS Bremerton, WA  
13-15 Operation Noah's Ark

15-27 Inport NAS Alameda, CA  
16-21 CSSQT (inport)  
16-18 CART 2  
22-23 Battle Group Executive Steering Committee meeting

27 Underway from NAS Alameda  
27-6 May CSSQT/ACLS certification

May

7-10 Inport NAS North Island, San Diego  
9 CCDG-3 staff open house (80 people attended)  
9 San Diego Film Commission tour (10 people)

10 Underway from NAS North Island San Diego  
10-23 Tailored Ship Training Availability (Phase I and II)  
11 UNREP w/USNS GUADALUPE (500,000 gal JP-5)  
13 UNREP w/USNS GUADALUPE (500,000 gal JP-5 and 16 loads of cargo)  
20 UNREP w/USNS GUADALUPE (38 loads)  
21 Simulated UNREP with USS ARKANSAS  
23 SSTD OPEVAL

24-26 Inport NAS North Island, San Diego

26 Underway from NAS North Island, San Diego  
26-31 Fleet Replacement Squadron Carrier Qualification period  
26-1 Jun Tailored Ship Training Assessment (Phase IV)

Encl (3)

May

- 26 US-Russian Incident at Sea delegation visit (1600-1730):  
- U.S. Delegation: VADM Leighton Smith, RADM William Wright, CAPT James Barton, CAPT James Bryant, CAPT Paul Cassiman, CAPT Peter Galbraith, COL Ronald Winter USAF, CDR Stephen Ingalsbe, CDR Louise Kendle, LCDR William Hughes, LT Edward Gunning, Mr. Karl Pfefferkorn, Mr. Federoff and Mr. Muromcen.  
- Russian Delegation: VADM Aleksander Gorbunov, CAPT (1st) Golovin, CAPT (1st) Moyseyenko, CAPT (1st) Toporikov, CAPT (1st) Belyayev, COL Patrushev, CAPT (2nd) Dragunov, LCOL Romanov, Dr. Kozin
- 26-28 Navy Broadcasting Detachment San Diego embark  
27-28 Nebraska Young Presidents Organization embark:  
- Mr. Marc Lebaron, Mr. Richard Merrick, Mr. Craig Larmon, Mr. Bill Cintani, Mr. Mike Simmonds, Mr. Robert Duncan, Mr. Dana Henrickson, Mr. Dewayne Brown, Mr. Doug Riley and Mr. Lynn Wilson.
- 28-29 COMNAVAIRPAC Distinguished Visitors embark:  
- Mr. Clyde Wood (VP, Dean Witter Inc, Beverly Hills, CA), Mr. McDonald Winton (Winton Partners, MN), Mr. Steven Berghs (Managing Director, Piper Jaffray Inc, Minneapolis, MN), Mr. David Nuffer (Chairman and CEO, Nuffer-Smith Inc, San Diego, CA), Mr. Dennis Schmidt (Asst Principal, Monte Vista Intermediate School, Camarillo CA), Mr. George Green (President and General Manager, KABC Radio, Los Angeles, CA), and Ms. Linda Palmer (Screenwriter, Beverly Hills, CA)
- 29-30 Media embark:  
- American Adventurer TV show (Mr. Daniel Goldman, Mr. Christopher Gallo and Mr. Scott Kevan)  
- Finnish aviation writers (Mr. Heikki Haapavaara, Mr. Risto Riihonen, Mr. Hanno Vallas and Mr. Jouko Vaha-Koskela)  
- KPTV Portland, OR (Mr. Steve Beck and Mr. Jeff Gustin)

Jun

- 2-23 **Inport NAS Alameda**  
5 San Francisco Naval Reserve Training Unit tour (5 people)  
7 Manteca High School tour, Manteca, CA (50 people)  
9 MEPS Oakland tour (50 people)  
16 Kaiser Hospital tour, Napa, CA (20 people)  
21 NAS Moffett Field Aviation Summer School tour (60 people)
- 23 **Underway from NAS Alameda**  
23-1 Jul Tailored Ship Training Availability (phase III)  
25 Simulated UNREP w/USN HARRY W. HILL  
25 Visit by RADM Virgil Hill (COMOPTEVFOR) (1130-1730)  
29-30 SSTD OPEVAL

Jul

2-7

**Inport NAS Alameda**

7

**Underway from NAS Alameda**

7-14

Fleet Replacement Squadron Carrier Qualifications  
Tailored Ship Training Availability (phase IV)

8-9

COMNAVAIRPAC Distinguished Visitors embark:

- Mr. Carmen Policy (President, San Francisco 49ers), Mr. Philip Gevas (Chairman and CEO, Aphton Corporation, Woodland, CA), Mr. William Hasler (UC Berkeley), Professor Dan Mote (UC Berkeley), Professor William Oldham (UC Berkeley), Professor David Bogy (UC Berkeley).

9-10

Wisconsin Young Presidents Organization embark:

- Mr. Warren Christianson, Mr. Tom Doerr, Mr. John Golle, Mr. William Haack, Mr. Don Jones, Mr. Karl Koenig, Mr. William Ladish, Mr. Bill Luterbach, Mr. Bill Mork, Mr. Jon Pellegrin, Mr. Craig Polack, Mr. Stacy Terris, Mr. Phil Walthers and Mr. Kent Yunker.

10-11

COMNAVAIRPAC Distinguished Visitors embark:

- Dr. Michael Adams (Physician, Fresno CA), Mr. Larry Wright (President, MIG Companies, West Palm Beach, FL), Mr. Edwin Wayman (Chairman of the Board, MIG Companies), Mr. Chuck Burnette (President, South Bay Navy League, San Diego, CA), Mr. Frank Stork (Executive VP/CEO, Association of Missouri Electric Cooperatives) and Mr. Phillip Segal (Executive VP, Television Amblin Entertainment, Los Angeles, CA).

11-12

Media embark:

- French National TV (Ms. Elisabeth Besugges, Mr. Herve Fieujean and Mr. Rene Francillon).  
- San Diego Union-Tribune (Ms. Patricia Dibsie)

12-13

San Diego Young Presidents Organization embark:

- Mr. Phil Blair, Mr. Gordon Carrier, Mr. Michael Crow, Mr. John Daley, Mr. Bill Davidson, Mr. David Dominguez, Mr. Bill Fanning, Mr. Scott Free, Mr. Cam Gardner, Mr. Al Gleicher, Mr. Bob Jorgensen, Mr. Tom Liguori, Mr. Steve Lyman, Mr. Andy Nelson, Mr. Mickey Novak, Mr. Gary Reif, Mr. Rob Seiler, Mr. Jeffrey Ward and Dr. Ken Bidder.

13-14

COMNAVAIRPAC Distinguished Visitors embark:

- Mr. David Dunn (Managing Partner, Idanta Partners, San Diego, CA), Mr. Don Linder (President, Mahl Steel, Huntington Park, CA), Mr. Anthony Pritzker (CEO, Marmon Group, Los Angeles, CA), Mr. Tom Beebe (President, Propellor Club, San Diego, CA), Ms. Lynda Obst (President, Lynda Obst Productions, Hollywood, CA), and Ms. Karen Hopkins (Screenwriter, Hollywood, CA)

16-22

**Inport NAS Alameda**

17

AFJROTC CADETS tour, Novato, CA (80 people)

Jul

22 Underway from NAS Alameda  
22-27 Enroute Seattle Seafair  
26 UNREP w/USS CAMDEN (750,000 gal JP-5)  
27 Moored Indian Island, WA  
28 U/W from Indian Island with 1600 Seattle Seafair visitors  
28-2 Aug Inport Seattle, WA for Seattle Sea Fair  
28 Seattle Seafair Welcome Ceremony with 300 guests.  
29 Seattle Seafair tours and reception in Hangar Bay Two.  
Total visitors for the day - 4113.  
30 Seattle Seafair tours and luncheon in Flag Mess. Total  
visitors for the day - 4102.  
31 Seattle Seafair tours. Total visitors for the day -  
6589.

Aug

1 Seattle Seafair tours. Total visitors for the day -  
7053.  
2 Underway from Seattle, WA  
2 Moored Indian Island, WA  
2-3 Weapons onload  
4 Underway from Indian Island  
5 UNREP w/USS CAMDEN (750,000 gal JP-5)  
6-19 Inport NAS Alameda  
9 Dependent's Day Cruise with approx 4,000 guests  
13 Visit and lunch by the President of the United  
States (1200-1330)  
- President Bill Clinton; Secretary of Commerce Ron  
Brown; Senator Diane Feinstein; Senator Barbara  
Boxer; Rep Ron Dellums; Rep George Miller; Rep  
Manetta; Deputy Secretary of Defense William Perry;  
Secretary of the Army John Shannon; Secretary of the  
Navy John Dalton; VADM Martin Daniell USCG; LtGen  
Glynn Mallory USA; RADM William Buckendorf USN; RADM  
Steven Briggs USN; RADM Merrill Ruck USN; RADM  
Patrick Drennon USN; RADM Vern Clark USN; Deputy  
Asst SECNAV (Environment and Safety) Elsie Munsell;  
Asst Counsel General (Installation and Environment)  
John Turnquist); and 59 other officers and crew from  
NAS Alameda and San Francisco Bay Area commands and  
activities.  
14 Boy Scout Troop 36 tour, Alamo, CA (31 people)  
17 Dinner/tour for Navy League Carl Vinson  
Committee (60 people)

Aug

- 19 **Underway from NAS Alameda**  
19-26 Tailored ship Training Availability (phase IV)  
20-26 Fleet Replacement Squadron Carrier Qualifications  
21-22 Boise Chamber of Commerce embark:  
- Mr. David Bennion, Mr. Paul Street, Mr. Daniel Kunz, Mr. Thomas Wright, Mr. Edmund Keane, Mr. Gerald Rudd, Mr. Dale Sullivan and Mr. Ray Stark.  
22-23 Rep Charles Wilson (D-TX) and delegation embark:  
- Rep Charles Wilson, CDR Jim Kear, Ms. Kathleen Murphy, Mr. Jim Rooney, Mr. Ron Sigler, Mr. Shaun Davis, Mr. Sam Collins, Mr. William Sudow, Mr. Tommy Clary, Mr. John Kanelis, Mr. Frank Parker, and Mr. Luke Motley.  
23-24 COMNAVAIRPAC Distinguished Visitors and media embark:  
- Mr. Steve Benson (Political cartoonist, Phoenix Gazette/Arizona Republic), Ms. Kristin Harms (Director of Development, Donner-Shuller-Donner Productions, Hollywood, CA), Ms. Sherry Fadely (Associate Producer, Donner-Shuller-Donner Productions), Mr. Kenneth Miller (Sports Director, KABC Radio, Los Angeles, CA), and Mr. Laurence Gonzales (Writer, Men's Journal magazine).  
24-25 Secretary of the Navy Guest Cruise embark:  
- Ms. Barbara Lither, Mr. Frank Hunger, Mr. Robert Raymar, Mr. Searcy Bracewell, Mr. Stanley McLelland, Mr. Drew Cauthorn, Mr. Stephen Preston, CAPT Timothy Leachman, CAPT Tim Legrand and LT Dan Gage.  
25-26 COMNAVAIRPAC Distinguished Visitors embark:  
- Ms. Valerie Stallings (San Diego City Council), Mr. Merritt Widen (President, Heartland Financial Corporation, San Francisco, CA), Mr. Roy Haley (President, American General Corporation, Houston, TX), Mr. Wytie Cable (San Diego Yacht Club), Mr. Bill Coplin (President, Fluor Daniel, San Francisco), Mr. John Badham (Producer and Director, Hollywood, CA), CDR Gary Shrout (Escort, NAVINFO West) and Mr. Ken Schles (photographer, Men's Journal magazine).

Sep

- 1-30 **Inport NAS Alameda**  
7 Dinner/tour for S.F. Mayor and City Supervisors  
11 Navy Recruiting Area EIGHT tour (13 people)  
16 Dinner/tour S.F. Carl Vinson Committee (50 people)  
18 Boy Scout Troop 737 tour, Carmichael, CA (25 people)  
25 Navy Recruiting District San Francisco tour (22 people)  
25 Shasta County Civil Air Patrol tour (26 people)  
26 Boy Scout Troop 123 tour, Citrus Heights, CA (100 people)  
13-17 COMNAVAIRPAC 3M Inspection  
14 Dinner/tour, Intl Host Committee of Calif, (44 people)  
23 Lunch/tour, San Francisco Bond Club (77 people)

Oct

1 Underway from NAS Alameda  
1-14 COMPTUEX 94-3A  
10 Simulated UNREP w/USS ANTIETAM  
11 UNREP/VERTREP w/USS CAMDEN  
13 UNREP/VERTREP w/USS CAMDEN  
14 VERTREP w/USS CAMDEN  
  
15-17 Intermediate Training Availability  
18-20 COMPTUEX 94-1B  
20 UNREP w/USS CAMDEN  
20-21 Visit by RADM John Zerr (COMOPTEVFOR)  
  
22-26 Inport NAS North Island, San Diego  
23 Coronado Elementary School tour (30 people)  
24 San Diego Vietnam Veterans Association tour (20 people)  
24 Scripps School tour (40 people)  
  
26 Underway from NAS North Island  
26-07 Nov FLEET EX 94-1A  
27-28 Visit by RADM Fred Gustavson (COMSUBGRU FIVE)  
29 UNREP w/USS CAMDEN

Nov

1-2 Visit by RADM Fred Gustavson (COMSUBGRU FIVE) (overnight)  
3-5 Visit by Mr. Lee Frame (Director, Operational Tests and  
Evaluation, Office of Secretary of Defense), Mr.  
Joseph Ramos (Operational Tests and Evaluation,  
Office of Secretary of Defense) and RADM Layman  
(retired)  
5 UNREP w/USS CAMDEN  
  
8-30 Inport NAS Alameda  
9 Edendale Elementary School tour, San Lorenzo, CA  
(32 people)  
11 Walnut Heights School tour, Walnut Creek, CA (40 people)  
Lake Merritt Navy League tour, San Leandro, CA  
(60 people)  
Dinner/tour Golden Gate Breakfast Club (74 people)  
13 Mt. Diablo Navy League tour, Pleasant Hill, CA  
(50 people)  
Hewlett-Packard Company tour, San Jose, CA (40 people)  
California Commonwealth Club tour (250 people)  
15 Schafer Park Elementary School tour, Hayward, CA  
(60 people)  
16 C.A. Jacobs Junior High School tour, Oakland, CA  
(63 people)  
22 Washington Elementary School tour (70 people)  
23 Dinner/tour JFK University regents (68 people)  
  
30 Underway from NAS Alameda

Dec

1-11 FLEET EX 94-1B/C  
3-4 Media embark:  
    - Flight International Magazine  
8-9 Commander, Third Fleet simulated press pool embark  
9 UNREP w/USS CAMDEN  
  
12 **Inport NAS Alameda**  
13 Dinner/tour San Francisco Rotary club (60 people)  
14 University of California-Berkeley (43 people)  
15 Bertha Taylor Elementary School tour (70 people)  
18 Navy Recruiting District San Francisco tour (25 people)  
20 Tabernacle Baptist School tour (50 people)  
28 San Francisco 49er's visit (20 people)  
30 Lunch/tour San Francisco Fire Department (6 people)

## USS CARL VINSON (CVN 70) DEPARTMENTAL ACHIEVEMENTS

### AIR DEPARTMENT

The Air Department's primary goal for 1993 was to prepare for all aspects of aircraft launch and recovery for the upcoming 1994 WESTPAC Cruise. The initial thrust of training concentrated on the principles and concepts associated with Total Quality Leadership in an effort to develop an atmosphere that would breed highly productive and cohesive teams. Having experienced a 90 percent personnel turnover rate, the Air Department embarked on the initial stages of certification by concentrating on professional training and positional qualifications. At sea training was completed aboard the USS Abraham Lincoln and the USS Nimitz in an effort to expedite certification. The crew was challenged with a combination of carrier qualifications including ITA, Comtuex and Fleet-Ex. The department met its first test with flying colors during its initial Carrier Qualification period with CVW-14 aircraft. Following the successful launch and recovery of over 9,200 aircraft, some 27,000 aircraft moves, and the certification of the Air Department Fuels system, the USS Carl Vinson was qualified a ready operational aircraft carrier. This noteworthy accomplishment was completed in just seven months following the completion of the overhaul period.

Other points worthy of mention include the 99.65 grade point average scored by the Crash and Salvage team. This is the highest recorded achievement in the history of NATTC Memphis. Additionally the Air Department set the example by scoring an impressive 98.14 percent score on the CNAP 3M inspection. This achievement was accomplished despite the completion of seven major SHIPALTS encompassing over 18,000 man hours and the replacement of over 122,000 square feet of non-skid.

In keeping with the department's longstanding relationship with the civilian community, the department participated in Sea Fair '93 hosting over 10,000 visitors and dependents, and conducted over 75 Air Department tours for the local school children and various VIP's,

Thirty-eight departmental personnel were advanced to the next higher pay grade, twenty-four reenlisted, and twenty-one sailors received individual awards for superior performance of their duties in the Form of Navy Achievement and Navy Commendation Medals.

### AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

USS CARL VINSON's mission to support the embarked air wing was consistently and successfully achieved throughout the post-carrier overhaul period, in spite of challenges and tremendous tasking.

Encl (4)

The re-establishment of an AIMD encompassing massive procurement of support equipment, verification of the most complex and sophisticated automatic test equipment, certification of the newest computer software and test programs, and development of repair capability for the Navy's newest aircraft versions, have required nothing short of extraordinary efforts.

Tasked with building an "industrial AIMD" and faced with an accelerated pre-deployment buildup schedule, AIMD CARL VINSON achieved unprecedented success in meeting all milestone schedules. Of particular significance, this tasking was undertaken by a minimum number of personnel assigned, initially less than 50 percent normally manned by an aircraft carrier.

Limited availability of manpower and supply assets continued to hamper the full establishment of AIMD. However, with the ever present need to steadily improve upon and expand existing aircraft support capabilities, AIMD met the challenges of COMTUEX 94-3A, FLEETEX 94-1A, and COMTUEX 94-1B with utmost professionalism, culminating in AIMD's proclamation of "Ready Now to Support the Fleet".

After five months of intensive preparations following the ship's overhaul and with several air wing at-sea evolutions completed, USS CARL VINSON participated in a demanding 5 week COMTUEX/FLEETEX during Sept-Oct 93. Marked as the first significant battle group exercise and evaluated in an Integrated Training Assessment (ITA) forum by COMNAVAIRPAC, USS CARL VINSON successfully met the challenges and provided quality AIMD support in all aspects of services. The following production summary for this five week at-sea period is provided:

	ITEMS
REPAIR ACTIONS	RFI'D
T/C 31/32	904
SQDN SUPPORT	897

	ITEMS
REPAIR ACTIONS	RFI'D
T/C 30	602
OTHER T/C	2295

	ITEMS
REPAIR ACTIONS	RFI'D
SQDNS	42
OTHER	114

- Maintained a consistent 62.9% RFI rate throughout the at-sea period, providing support for extended flight operations and having a full AVCAL support package on board. Embarked air wing enjoyed a 82.8 percent MC rate in it's first "real world" battle simulation.

- Drove the number of Broad Arrows (inoperable benches) from 19 at the start of COMTUEX/FLEETEX to 4 at the completion of the at-sea period. Effectively managed limited resources and optimized available technical skills to return long term down test equipment to an operable status while still providing full aircraft support.

**Staff (IM-1) Division.**

a. Reconstructed all Quality Assurance management and monitoring programs from ground zero with in a 3 month period, in spite of a 50 percent manning level. This in-depth process was necessary coming off a 2 1/2 year inactive period and to accommodate new NAMP changes and in preparation for newly arrived aircraft configurations.

b. Reconstructed the Central Technical Publications Library of over 4,500 Technical Manuals, Publications and MICROFICHE Records and 45 Dispersed Tech. Libraries. This detailed inventory included disposing of outdated publications; ordering, identification and acquisition of publications to support newly arrived aircraft.

c. Re-wrote and published over 30 new maintenance instructions, providing the central guidance for establishing critical programs such as tool control, hydraulic contamination, FOD and technical directives for over 40 work centers throughout AIMD.

d. Established a viable Enlisted Aviation Warfare Specialist Program with a current enrollment of 130 personnel and 10 personnel qualified the past 10 months.

**Aircraft (IM-2) Division.**

a. Certified the onboard Oil Analysis Laboratory in minimal time frame, enabling full oil analysis support of air wing aircraft as well as Battle Group aircraft and non-aeronautical equipment.

b. Installed and verified the F/A-18 Servocylinder Test Stand to establish repair capability for newly arrived F/A-18 aircraft, not previously operated on board.

c. Established a multitude of composite repair capability in support of the new F/A-18, as well as various composite repair requirements for other aircraft.

d. Established new engine support capability for the F-110 (F-14D), F-404 (F/A-18) and T700 (SH-60) aircraft engines, never previously operated on board. Capability developed through procurement of new support equipment and technical manuals, training/qualifying of technicians and identifying supply support requirements.

e. Established OBOG system support capability for the F/A-18 and F-14D Aircraft, cross training existing technicians to provided optimum flexibility without increasing existing manpower requirements.

#### Avionics (IM-3) Division

a. Built an outstanding division from the ground up following an extended carrier overhaul, resulting in the most diverse, capable and technically advanced Avionics/Armament Division in the U.S. Navy.

b. Achieved record setting accomplishments in preparation for deployment to support the newest air wing aircraft mix in the fleet within only 6 months of completing an extended carrier overhaul.

c. Installed the Consolidated Automated Support System (CASS), state of the art avionics test equipment--first in the fleet for an afloat AIMD!

d. Installed and verified a second AN/USM-458C Counter Measures Test Set to increase support of ALQ-126B and ALR-67 systems.

e. Modified the Radar Test Bench Set to the AN/APM-417 in support of the new E-2C (Group 2) APS-145.

f. Installed the AN/APM-469 Radar Test Bench and modified the AN/APM-373 to an AN/APM-457 Test Set in support of the new S-3B APS-137 radar system.

g. Installed the AN/AQM-24B Sonar Test Set in support of the new SH-60F ASQ-13F Sonar System.

h. Installed five EA-6B Vans consisting of the Transmitter Test Station, Exciter Test Station, Digital Test Bench, RADCOP and CATIID Station in support of the ALQ-99 system.

i. Maintained Type IV Field Calibration Activity Status throughout the ship's overhaul period. Since completion of COH AIMD has increased calibration capability by 10 percent and have calibrated 40 items normally processed by depot level activities thus saving costly calibration funds.

j. Received the loadout for the Armament Equipment Pool consisting of over 600 armament equipment items, enabling full weapons support of embarked air wing aircraft.

k. Developed and released a first ever RADCOP Situation Summary (SITSUM) message which identified several maintenance and supply related issues.

### Support Equipment (IM-4) Division

a. Support Equipment (SE) Division is responsible for the performance of scheduled/unscheduled maintenance of over 1042 items of shipboard equipment. Outstanding accomplishments for CY93 included but are not limited to:

b. With a 50 percent manning level, Support Equipment Division became fully operational, bringing on line over 800 items of support equipment before the first Airing embarkation.

c. Achieved a consistent 95 percent RFU/RFI SE availability during the entire work up period, in spite of limited supply support and a lack of experienced technicians. The NS-60 crash crane that was initially received from a decommissioned ship was quickly placed in service after 400 manhours were expended to bring unit to full mission capable status.

d. Established a superlative Support Equipment training and licensing program from ground zero, qualifying over 750 ships company/Airing personnel to date. Recognized by the COMNAVAIRPAC Maintenance Program Assist Team as one of the best SE training programs in the Pacific fleet.

### CHAPLAIN DEPARTMENT

The Chaplain Department's mission in 1993 was to provide and facilitate inclusive religious ministry to all military personnel assigned to the ship's complement, other military units as well as, their dependents. The mission was successfully achieved by three Chaplains, four Religious Program Specialists, and five Seamen.

With a primary concern that the faith needs of the crew were met, the chaplain department provided lay-reader training for various faith groups, facilitated and coordinated 37 services per week while at sea which included the Catholic and Protestant worship opportunities. In addition to providing the various worship services and over 2000 counseling sessions, the chaplain department provided the following:

a. Conducted a prayer service for Aviation Ordinance personnel with over 50 in attendance.

b. Provided a shipwide Memorial Day Prayer Service with over 300 in attendance.

c. Participated in 22 retirement ceremonies.

d. Provided weekly discussion group entitled "MANTALK" while underway, which formed community among those attending.

e. Provided a shipwide Dr. Martin Luther King Jr. Observance.

- f. Formed the Vinson String Ensemble and Choir to lead in the Protestant Worship Services.
- g. Submitted plans to renovate the Ship's Chapel and Crew's Lounge.
- h. Participated in a Boy Scout Day service.
- i. Conducted Memorial Day and Fourth of July Observances
- j. Processed over 1000 Red Cross messages, and over 100 Navy/Marine Corps Relief Society cases totaling over \$50,000.

#### COMMUNICATIONS DEPARTMENT

Communications Department during 1993, has matured from an over-the-counter message center to a full up, Communications Command Ship providing continuous telecommunications and ADP support service to Battle Group Staff; COMCRUDESGRU THREE, COMDESRON FIVE, COMCARAIRWING FOURTEEN, various Tactical Air Squadrons and ship's force. In achieving this "Fully Ready for Deployment" status, Vinson's communicators put forth an extensive effort into training and circuit testing while providing continuous superb support to all customers. Highlights include completing over nine hundred STR's in an eight month period, achieving a grade 99.2 during ITA (while supporting two embarked staffs and CVW-14) and satisfactorily completing all inspections/assist visits. Specific accomplishments include:

- a. DD-173's are history. 100 percent of outgoing message traffic is prepared using MTF format and delivered to the message processing center via diskette. Messages are then entered into the NAVMACS using a PC and PCRS.
- b. CCDG3, CDS5 and CVW14 staffs/squadrons message traffic is delivered directly from NAVMACS to PC (PCRS) in their respective COMM/ADMIN spaces. Users are then given messages via diskette(s).
- c. USS Carl Vinson "GOLDEN EAGLE" communicators are leading the "PAC" within AIRPAC for implementing paperless message distribution Systems. The Vinson's remote PCRS configuration is the MODEL used for phase II of AIRPAC's afloat paperless message distribution procedures.
- d. Message center copier use has been greatly reduced. During October, a month with all embarked commands, airing plus an additional staff onboard, the actual copier count was 150,270 copies. Prior to implementation of remote PCRS terminals and over-the-counter diskette delivery the same volume of messages would have produced approximately 543,000 copies.

## DECK DEPARTMENT

The year 1993 was one of much growth and many changes for Deck Department. Deck Department started 1993 undermanned but anxiously anticipating the Carl Vinson's impending departure from the Puget Sound Naval Shipyard in Bremerton, WA and return to her homeport in Alameda, CA.

With only five officers, including the ship's Bos'n, three chiefs, a handful of petty officers and sixty inexperienced seamen that Deck Department hauled in the twelve mooring lines, getting the ship underway for the first time in two and a half years. With no qualified helmsmen or lee helmsmen onboard it was incumbent upon Deck to provide reliable personnel for crossdeck training and interim qualifications. Many of these seamen had never been underway on any ship, but they proved themselves worthy of the command's trust by flawlessly maneuvering the world's largest warship through fast cruise and the ship's return to Alameda in April. In the ensuing months, diligent training and much patience have provided the Carl Vinson with over three dozen qualified ship drivers.

The return to sea also brought this department the opportunity to participate in it's first underway replenishment, perhaps the Navy's most difficult and dangerous shipboard evolution. After much training and preparation, the Gold Eagle went alongside USNS Guadalupe and took on almost one million gallons of fuel. In the months that followed, proficiency and confidence grew in Deck Department, and in October, we performed our most impressive feat to date by taking on fuel and stores at four separate underway replenishment stations!

Additional accomplishments have included dropping the ship's anchors, using the duty lifeboat for man overboard recoveries, and successful completion all competitive exercise, CART II, and the annual 3-M inspection.

Between at-sea periods, Deck Department has played an integral part in establishing the Carl Vinson as the showplace of the Pacific Fleet. The ship's quarterdeck, maintained by Second Division, has been called by many "the best-looking quarterdeck in the Navy;" and First Division's forecastle in the pride of the Carl Vinson.

Third Division, perhaps the ship's most diligent group of men, works from sunrise to sunset most days inport to ensure the hull of the ship remains impeccable, but it was the efforts of the entire department working day and night, that painted over 100,000 square feet in three days in preparation for the September visit of President Bill Clinton.

## DENTAL DEPARTMENT

In 1993 we made great progress towards reaching our vision of "Excellence in Dentistry, Service, and Readiness in a Quality Environment". In addition to providing dental care, we were also involved in many other activities that served the crew such as blood drives, smoking cessation programs, and the publication of an overhaul cruisebook. Changing from a shipyard environment to operations at sea brought on many new challenges. Our patient work load doubled with the arrival of the airing and we received our first dental medevacs from other battle group ships.

During a seven month period between April and November, dental officer manning dropped to between 60 and 80%. An officer on temporary additional duty from the Naval Dental Center, Great Lakes, IL helped minimize this shortage. In June our prosthodontist detached and was later replaced by a second comprehensive dentist. Dental technician manning remained below the Navy Manning Plan throughout the year with only 77% of the 13 billets filled. Fortunately between one and three strikers worked in the department. The following awards, honors, and achievements were received by dental personnel:

- a. One officer was awarded the Navy Commendation Medal.
- b. One enlisted was awarded the Navy Achievement Medal.
- c. One officer was selected for Captain.
- d. One officer completed his Master's degree.
- e. One officer achieved board certification from the Federal Services Board of General Dentistry and the Certifying Board of General Dentistry.
- f. One officer entered residency training, another was selected.
- g. Three enlisted were advanced to the next higher pay grade.
- h. Two enlisted entered C Schools, another was selected.

Despite decreased manning, dental readiness increased to 92% the highest level in over three years. In October, we passed our Dental Readiness Evaluation with a "Bravo Zulu" from the Force Dental Officer. In addition, he described our dental recall program as "superb", our facilities as "the best I've seen", and noted that "the staff exhibited commendable pride, professionalism and teamwork which contributed to (our) department's outstanding reputation".

During the year we provided 60,245 dental procedures valued at \$1,222,242 for the 6,000 personnel assigned to the 14 separate commands, staffs, detachments, and squadrons that we serve.

In December, work was started on enlarging and refurbishing the central sterilization room. When completed early next year this ship alteration will provide us with the best sterilization facility in the fleet and serve as a model for other Nimitz class aircraft carriers.

### ENGINEERING DEPARTMENT

1993 was a most eventful year for CARL VINSON's Engineering Department. The year began with the conclusion of a three year complex overhaul which included an intensive phase of equipment testing and was followed by an aggressive series of system certifications. As a result of this quality effort, CARL VINSON left the shipyard with the fewest guarantee items than any carrier completing overhaul.

Following the homeport change to Alameda at the conclusion of the overhaul, all equipment and training was put to the test as the department participated in CQ's, TSTA's, FEP and FLEETEX's. All of the challenges were met and results achieved were outstanding and noted by observers and embarked staffs.

The services provided by the engineering department fully supported all mission requirements and facilitated CARL VINSON's assignment as ready carrier a short seven months after completing overhaul.

The department is fully focused on customer service and the incorporation of TQL principles in all its activities. Some specific accomplishments by Engineering Department Divisions are noted below.

#### **Auxiliaries Division**

a. Hosted the Carrier Engineering Maintenance Assistance Team (CEMAT) which groomed the ship's Oxygen/Nitrogen Production Plants, all underway replenishment equipment, food service equipment, and laundry and dry cleaning equipment. Over 333 deficiencies were identified over a 12 day period with over 227 corrected prior to the conclusion of the visit.

b. Completed overhaul of the forward Oxygen/Nitrogen Plant with satisfactory installation and operational test of the nitrogen vaporizer and thaw heater switches.

c. Achieved the highest Damage Control PMS grade on the ship during the COMNAVAIRPAC 3M Inspection with an overall score of 98.2 percent.

d. Provided critical support to Operations, Supply and Reactor departments during the ship's Combat Systems Readiness Review (CSRR), Supply Maintenance Inspection (SMI) and Operational Reactor Safeguards Examination (ORSE).

e. Completed high speed steering tests, UNREP equipment certification and anchor windlass/mooring equipment certification.

f. Completed installation of vane motor modification to all eight air conditioning plants.

g. Accomplished onboard training through the Shop Qualification Improvement Program (SQIP) in Laundry/Dry Cleaning Equipment, Food Service Equipment, UNREP Systems and Oxygen/Nitrogen Production Equipment.

h. Completed repairs to the ship's HVAC systems in conjunction with Aircraft Carrier Climate Control Investigation Team (ACCIT) in which over 56 immediate corrections were performed, five SHIPALT requests prepared and 30 repair requests submitted.

#### Electrical Division

a. Assisted in the installation of the Two Wire Remote Testing Evaluation System (TWARSES). This system will enhance Damage Control readiness through remote monitoring of potential hazards throughout the ship.

b. Refurbished the Command, Control E-call and A-call systems for Commanding Officer and embarked Flag Officer.

c. Established all communication requirements for President Clinton and White House staff members during the Commander in Chief's visit.

d. Overhauled the 40MC (Flag Admin Circuit), 12MC (Intelligence Circuit)

e. Completed the electrical rewind, testing and installation of over 52 electric motors at an estimated savings of \$140,000.

f. Repaired NATO Sea Sparrow Missile System 440V 400Hz electrical system.

g. Repaired all galley equipment and washdown systems.

h. Completed Pre-deployment Electrical Power Survey Inspection (PEPSI) for all 400 Hz motor generator sets and over 26 electrical sites.

i. Installed security system for CARL VINSON brig.

- j. Installed 217 lighting fixtures on all sponsons.
- k. Completed Shipboard Explosive Safety Inspection (SESI).
- l. Completed FZ certification.
- m. Completed CSRR.
- n. Completed Mine Warfare Readiness Inspection.
- o. Completed Infrared Electrical Survey.

#### **Damage Control Division**

- a. Completed certification of all installed firefighting equipment. This included the flight deck certification of 20 High Capacity AFFS Systems that service the flight deck and hangar bay sprinkling and hose reels. This certification was completed in just three hours and allowed flight operations to commence the following day.
- b. Commenced photoluminescence markings in repair lockers. This "glow in the dark" marking system will allow the repair lockers to function in an emergency without lighting.
- c. Conducted extensive shipwide damage control training. This was largely responsible for CARL VINSON's success throughout the pre-deployment work-ups. This program has contributed to the qualification of over 2000 crew members, 1500 air wing personnel and more than 300 reservists in basic damage control.
- d. Fire watch organization was successful in completing the overhaul and all subsequent availabilities without a single incidence of fire.

#### **Maintenance Division**

- a. Completed extensive modifications to ready rooms, flag spaces, supply berthing compartments, and TOP.
- b. Manufactured 50 stainless steel thaw pans and storage brackets in support of reefer conversion to thaw box.
- c. Completed mission essential repairs to catapult steam drains, aircraft elevator stanchions, firemain piping, list control piping, CHT piping and CHT diverter valves.
- d. Installed several SHIPALT mods to SPS-49 Radar salt water piping.
- e. The maintenance support center continues to provide excellent customer service in resolving technical and supply support issues. Over 2000 problem worksheets were processed.

f. The QA organization has continued to improve the quality assurance services provided to the crew. As a result of in depth training they are capable of producing controlled work packages in a short period of time. The ship's control of critical material vital to the repair of essential systems has also improved dramatically.

### 3M Division

a. The 3M office devoted the end of the shipyard period preparing the 177 workcenters in bringing equipment out of lay-up to operational status. Upon completion of overhaul an aggressive spot check program was instituted to ensure the quality and integrity of the 3M program. An annual inspection was conducted in September by COMNAVAIRPAC. An overall grade of 83.28 percent was assigned. In an effort to improve 3M performance, a "Train the Trainer" program was instituted to emphasize areas of the program requiring attention.

b. A new SNAP III computer system was installed to replace the entire OMMS SNAP I computer system. This resulted in a significant increase in both the speed and reliability of the overall MDS system.

c. The MMRMS computer installation introduced a new system designed for use by the maintenance manager to control battle group maintenance actions. It will be fully implemented during the upcoming deployment.

d. An auto PMS scheduler software function prototype was installed on board and is currently being evaluated in six workcenters.

e. Installed a new CD ROM PMS system in June which provided local capability in reproduction of both MRC's and MIP's which significantly improved response times concerning Class A feedback reports.

### LEGAL DEPARTMENT

The Legal Department's primary mission in 1993 was to maintain good order and discipline, provide legal services to the command and the crew, and operating the Brig.

L-1 Division provided legal counsel to the Commanding Officer, Executive Officer, and the Department Heads; administered justice according to the Uniform Code of Military Justice; administered separation processing; provided legal assistance to the crew over a wide range of issues; processed Line of Duty and JAG Manual Investigations; handled Congressional Inquiry responses and Freedom of Information/Privacy Act requests; facilitated creditor-debtor actions; tracked civilian

criminal actions; responded to claims of non-support; and provided legal training to the command on many topics. The division processed over 1,100 nonjudicial punishment reports, 60 summary courts-martial, 10 special courts-martial, 12 general courts-martial, 153 administrative discharges, 18 administrative discharge boards, 1,200 notaries, 150 legal assistance cases, and 10 Judge Advocate General Investigations.

L-2 Division provided internal ship physical security including brow searches; security for special evolutions; managed restricted and extra duty personnel; responded to incidents and processed all incident reports; conducted command investigations; liaised with command NCIS Agent and local law enforcement authorities; administered the command Urinalysis Program; provided department training and conducted Security Patrolman Training Academies for constantly changing TAD security patrolmen; maintained personal property registration, managed Visitor Control, and administered a Crime Prevention Program. The division processed 900 Incident/Complaint reports including 92 assaults, 273 larcenies, 96 UA's, 15 DUI's, 54 minors in possession, and 2007 lock cuts; collected and processed 7,750 urinalysis samples with 49 positive results; managed over 248 restricted men; investigated 235 cases, and conducted 15 Police Academies of 56 hours each and over 400 hours of additional training.

L-3 Division operated the ship's Brig according to pertinent instructions. Successfully passed the annual CINCPACFLT brig inspection, with no major discrepancies. The division processed 46 prisoners, including 14 bread and water prisoners and 1 detainee.

#### MARINE DETACHMENT

The year began on some bad news. All Marine Detachments were being removed from carriers. After being activated only five months earlier, the unit began to deactivate. Personnel were receiving PCS orders and equipment was transferred. Three days prior to the deactivation date, a shift in CNO/CMC decision on removal of Marine Detachments was reversed. A reduced Marine Detachment would remain on board. This changed personnel strength from 70 Marines to 26.

The Marine Detachment was tasked with a new mission statement. In addition to physical security for the ship and ceremonial duties, short term emergency operations ashore were added. This included Maritime Interdiction Operations, Combat Search and Rescue, Stinger, Non-combatant evacuation operation and mobile training teams.

With the focus changed, the Marines found themselves deployed and in the field more often. Camp Wesley Harris, Fort Lewis, Fort Ord, Mare Island, Camp Parks were used extensively to develop and maintain skills. A four week deployment to Norfolk for Maritime Tactics Training Course gave the Marines an added Visit, Board, Search and Seizure (VBSS) capability.

The Marines actively participated in shipboard operations. They manned numerous gun stations in defense of attack, performed as stretcher bearers and firemen. Also, three VBSS exercises were executed and numerous shipboard small arms ranges.

MEDICAL DEPARTMENT

The year 1993 proved to be an outstanding year for the Medical Department. Right at the outset, training for the medical and the ship's crew was at its earnest. The medical team performed superbly during the various training evolutions imposed by the Commander Naval Air Force Pacific (CNAP), Air Training Group (ATG), and the ship's Integrated Training Team (ITT). All training challenges were met with enthusiasm, characteristic skills and determination. Medical training conducted within the department included Advanced Cardiac Life Support (ACLS) with sixteen corpsmen attaining certification, Basic Life Support (BLS), and various other trainings allowing each of the medical crew to respond with confidence to any medical situation.

While training was conducted throughout the year, the Medical Department evaluated 27,460 patients, a 250% increase in patient load from the previous year. The following services were also provided:

Prescription filled .....	20,576
Immunizations .....	7,056
Laboratory tests .....	39,951
X-rays .....	3,588
Electrocardiograms (ECG) ....	928
Hearing Tests .....	1,795
Physical Examinations .....	3,402
Surgeries .....	45

For the first time in three years, the medical ward again provided nursing care for patients while underway. The Operating Room Team which included the Ship's Surgeon, a Nurse Anesthetist on temporary assignment from Naval Hospital Pendleton and OR Specialists started to perform surgeries on board with unqualified success. An Optical Technician commenced making prescription glasses for the crew much to the delight of those who need glasses.

New personnel were received including a new Medical Officer, General Medical Officer, Physician Assistant, Advance X-ray Technician, Advance Laboratory Technician, Advance Biomedical Repair Technician, Medical Administration Technician and other medical support personnel. Reservists and personnel from shore based medical treatment facilities went to sea with the crew and were involved with training the medical crew while at the same time providing much needed medical service to the command.

Preparation for an extended deployment was enhanced with the addition of new equipment such as a new sterilizer and OR lights. Supplies to support the cruise kept the medical supply personnel extremely busy ordering, receiving and stocking the Allowed Medical Allowance List (AMAL) and other medical necessities needed by the crew.

The Medical Department was a major participant during the successful Operational Reactor Safety Examination (ORSE), and command 3-M Inspection of which the department received a grade of 96%. During the year, the department also received accolades from the White House Physician for outstanding assistance during the presidential visit.

Overall, the Medical Department passed every training challenges during the year with "flying colors" and qualified to receive the Medical Blue "M" awarded by CNAP in recognition for its outstanding grades attained during graded events for the whole year. The Medical Department is ready for deployment and standing by ready to assist.

#### NAVIGATION DEPARTMENT

1993 Marked the end of over two and a half years of complex overhaul for the Navigation department. Eager to demonstrate the knowledge acquired through an aggressive training program while in the yards, the navigation team welcomed the challenges of the compressed work up cycle.

Since getting underway from Puget Sound Naval Ship Yard in early April, the USS Carl Vinson has travelled over 34,000 nautical miles in support of crew certification, air wing refresher training and battle group operations. The navigation team conducted over thirty flawless special sea and anchor evolutions under all kinds of weather and tidal conditions. Navigation played an important part in the successful completion of crew certification periods and FLEETEX 93. The department also continued an aggressive, well established training program. weekly lectures, quizzes and numerous at sea opportunities have lead to the qualification of two CDO(U), nine OOD(U), two Master Helmsman (four interim quals), and 28 Helm/Lee helmsman.

The Navigation department flawlessly coordinated honors and ceremonies for countless dignitaries, senior officers, family members and friends which visited the Carl Vinson. Some examples of which include, Seattle Sea Fair 93', Dependent's Day cruise and an official visit from the President of the United States.

### OPERATIONS DEPARTMENT

Completed predeployment training cycle, Sea Trials, TSTA I, II, III, FEP, CSSQT, three TSTA IV (CQ) periods, Seattle Seafair, Comptuex, Final Evaluation Period, Fleetex and BG Refresher.

Participated in four different phases of developmental and operational testing for the Joint Tactical Information Distribution System (JTIDS) program. Included were numerous operator and planner schools for ship's company personnel. Performed data collection on, and evaluation of the system during every underway period. Demonstrated multifrequency Link-11 operations using Link-16 as an interpreter between the two link systems during December 1993.

Qualified five interim TAO'S, two CDCWO'S, and nine interim CDCWO's. Accomplished over 1000 air intercepts during the at-sea periods.

Shot nine NATO Sea Sparrow missiles, performed numerous CIWS gun firings, and launched 44 torpedoes in support of crew training and ongoing test of Surface Ship Torpedo Defense project.

Implemented the CNO firebreaks directives (fallout of a Navy-wide review of weapons policies) into the combat doctrine and everyday procedures.

Excelled in the first West-coast FLEETEX which incorporated both an Amphibious Ready Group and an Carrier Battle Group operating in mutual support. Superb job noted by CCG-1 and COMTHIRDFLT.

Conducted 1,631 close controlled intercepts by Air Intercept Controllers.

Conducted over 600 hours of strike control time.

Conducted 324 hours of Anti-Submarine Air Control.

Completely remodeled the Tactical Operations Plot to support shipping and piloting teams simultaneously.

Successfully tested new fleet equipment in the Detection and Tracking module including Link-16.

Assumed duties as Alternate Anti-Surface Warfare Commander for CARL VINSON Battle group.

Completed first long range, long duration, covert ASW in 2.6 years with less than one watch team. Approx 60 hours of acoustic contact.

Installed ASW trainer for the entire CVBG. Installed TACNAV communicator for HS embarked aircraft. Installed sonobuoy receivers for independent ASW.

Conducted OPEVAL/TECHEVAL of SSTD and ASWM 4.3 upgrade.

Coordinated the installation/upgrade of several major EW systems, including AN/SLQ-32(V)4, SLA-10B, Standard Tactical Receive Equipment Display.

Coordinated the testing of JTIDS/WLR-1H EMI problem.

Installed and aligned SEATEL (TV-at-SEA), a shipboard satellite receiver system designed to enable the crew to watch live TV programming while at sea.

Successfully completed certifications of the Precision Approach Landing System (PALS), AN/SPN-42 Automatic Carrier Landing System (ACLS), AN/URN-25 TACAN, AN/WSN-1 Dual Miniature Inertial Navigation System (DMINS), and Ships Navigation Aircraft Inertial Alignment System (SNAIAS) upon completion of overhaul.

Successfully completed Combat Systems Ship Qualification Trials (CSSQT). CSSQT culminated in the first of its kind low altitude anti-ship cruise missile profile resulting in five of six successful target engagements. This was done while exercising the NATO Seasparrow Target Acquisition System in completely automatic mode.

Installed the Below Decks Portable Communications System consisting of 135 portable Motorola Saber radios, five trunking repeaters and central control stations. The system provides vital communications to areas such as Medical, Damage Control, Safety and Security.

Installed three closed circuit TV security surveillance systems in the Brig, Disbursing and Wardroom.

#### SAFETY DEPARTMENT

CARL VINSON continued its impressive safety record through 1993. During 1993 the ship safely unloaded over 2250 tons of ordnance, and flawlessly conducted 22 PACFIRES, and 9 missile shoots. The extensive overhaul period was completed and a return to full paced operations was conducted without a major mishap or injury. This milestone marked the completion of four years without an embarked fatality and demonstrated the commitment of all hands to the strong safety program evident in CARL VINSON.

## SUPPLY DEPARTMENT

The year for the Supply Department began with great anticipation for the end of the overhaul. Each division within the department was prepared for the move south to Alameda Naval Air Station and the start of the ship's operational workups. These workups began in earnest with the post overhaul Fast Cruise and Sea Trial periods, which was followed closely by the transit to San Francisco and Noah's Ark. After a short inport period, the department began it's work of supporting full shipboard operations with the various TSTA's, CQ's and Battle Group Training and Exercise events. During every event, the Supply Department has proven that it is able to support the command. Examples of our accomplishments follows.

Stock Control (S-1) completed it's portion of the overhaul and the shipyard environment and was once again able to flex its fiscal muscles with an operational budget. As the year ended, the division saw the implementation of the new ported SNAP III system, which greatly increased the capacity of the SUADPS program. Along with the implementation of SNAP III, all new SUADPS terminals incorporating the use of "windows" were installed, which have significantly enhanced user capabilities. The division, also moved to a new, more central and convenient location near the Supply Office.

The Food Service Division (S-2) under new leadership, reopened both galleys for underway timeframes, in order to provide the 20,000 meals a day required while operating 22 hours per day. A new cycle menu was established which included healthier food choices as well as the implementation of several speed lines. Additionally, they supported various command events that required significant food preparation; including Noah's Ark, Seattle Seafair, Dependents Day Cruise, and President Clinton's visit.

The Sales and Services Division (S-3), always ready to serve, provided a short fused response for drycleaning and barbering services for command personnel in preparation for a presidential visit by President Clinton, SECDEF, SECNAV, numerous Senators and other distinguished guests. The division was able to provide several emblematic mementos of the "GOLD EAGLE" for presentation to the President and guests, creating a most favorable impression of CARL VINSON. The division's highlight of the year was being nominated for the third consecutive Best Sales and Service award by Navy Supply Systems Command for the finest retail and services operation afloat. Throughout the year, the division has continued to strive towards excellence as evidenced by their recent grade of outstanding during recent Supply Management Assessment by Commander Naval Air Forces Pacific Fleet.

The Disbursing Division (S-4) continues to groom itself in preparation for the upcoming Westpac. They have installed new 386 computers, dramatically improving the processing speed and efficiency of the division. In an effort to improve the efficiency of LES distribution, the division implemented the local production of LES's, obtaining the necessary information over SALTS when at sea. Finally, DDS will be mandatory by 15 January 1993 on board CARL VINSON.

The Wardroom Division (S-5) has been in the social spot light more times over the past year than any other division. They contributed to a very successful Seattle Seafair reception held on board USS CARL VINSON. Hosting over 2100 local community dignitaries and military guests, they prepared a buffet which lent credence to the community's respect and admiration for the United States Naval Service. Additionally, they provided technical expertise and outstanding support while providing meals to the crew and dependents during the Dependents Day held on board CARL VINSON. Hosting dependents, guests and crew the Wardroom Division assisted in feeding two meals to over 4500 personnel. As if that was not enough, they then turned around and in less than 48 hours prepared a luncheon for President Clinton and many high ranking political and military officials. Working hand in hand with the Secret Service, Whitehouse staff members and local vendors the Wardroom Division was able to present an exceptionally well prepared luncheon. Additionally, the division has been host to a multitude of VIPs and dignitaries, running the entire political range. Overall, the division has prepared more than forty special events over the past year, ranging from small meals for ten people to large dinners for one hundred people. This was all accomplished without diminishing the overall superior service provided to the officers aboard.

The Aviation Supply Support Division (S-6) successfully transitioned from the shipyard to an operational environment in support of the ship's Aviation Intermediate Maintenance Department (AIMD) and the state-of-the-art aircraft assigned to Carrier Air Wing Fourteen. Demonstrating considerable expertise the division directly contributed to CVW-14 achieving mission capable rates well over 90 percent during TSTA I/II/III. Following COMPTUEX initiatives the division has further groomed the AVCAL, which will provide superior support during the deployment. This was accomplished by the division taking the lead by re-validating all contractor supported equipment and soliciting input from CVW-14 personnel for range and depth additions to the AVCAL. This effort was coordinated with the efforts of CNAP and ASO in order to obtain essential material in an expeditious manner. These efforts concerning the Aviation Support Division's effectiveness was confirmed by the Type Commander when they achieved a grade of outstanding during the 1993 Supply Management Assessment visit.

For the Automated Data Processing Division (S-7), the year started with grooming the new set of programs that were installed in the overhaul. These grooms continued until the division was informed that the CARL VINSON Battle Group was to be the prototype for the new TAC III / SNAP III system. This involved the removal of all computers associated with the SNAP system and installation of the TAC III systems. This implementation has been accomplished in the mist of preparing for the upcoming deployment with little interference to the customer or business.

The Material Division (S-8) has been busy stowing material in preparation for the WESTPAC. In addition, the implementation of a HAZMAT reclamation program to insure the complete utilization of HAZMAT items, the division has also installed a mezzanine over the HAZMAT trailers in order to regain the storage area lost due to the trailers. Along with everything else the ship's Battlemart was reopened, allowing the crew access to those office supplies and items that are frequently used on board.

The Customer Service Division (S-9) has been kept busy managing hundreds of open purchases, CASREP requisitions, and high priority expediting. In December the division moved it's office to be next to the Maintenance Support Center thereby creating a more effective and viable liaison between the two functions.

The departmental Quality Control Division (S-10) was finally instituted and a cycle of quality control surveys implemented. These surveys have been responsible for finding several problem areas within both the Services and Readiness areas. This division in turn then developed the procedures that have corrected the problem and improved the operational readiness of the command.

Even the CPO Mess (S-11) had an eventful year. They installed four new ovens and operated for the first time in several years with the complete airing aboard.

Finally, the Supply Department welcomed it's newest division: the Post Office (S-12). This division started the year as part of the Administration Department, but in March, it became a member of the Supply team.

The year has been extremely productive for the Supply Department. The command has seen that the department is ready and able to fully support the mission and aggressively pursues any obstacle that hinders that capability. We are truly ready to work together to support and serve the command.

## WEAPONS DEPARTMENT

In 12 months, the Weapons Department has progressed from an inexperienced and mostly weaponless crew in the final phases of a major carrier overhaul to a battle-ready team that has since unloaded over 2,347 tons of ammunition and worked through all phases of basic, intermediate and advanced training exercises. All of the department's inspections, which normally span a cycle of 24 months, were completed in under nine months with consistently exceptional results. This was accomplished while the department was staffed with as little as 60% of its normal manning and with a shortage of personnel with prior shipboard ordnance experience. Weapons became TYCOM's showcase to perform CNO priority-one projects (Surface Ship Torpedo Defense), to bring weapons that had never been used before online for fleet use (GBU-24 Hard Target Penetrator bomb), and to show first-hand the true nature of a shipboard environment to Navy and Air Force design engineers who are developing munitions to be employed in the joint service arena.

The following are specific accomplishments in 1993:

- a. Received 20 improved explosion-proof electric reach forklifts necessary for movement of ammunition on 22 January.
- b. Totally renovated 61 departmental spaces during the final phases of the ship's complex overhaul.
- c. Achieved a grade of "Outstanding" from the COMNAVAIRPAC Weapons Elevator Support Unit (WESU) post-overhaul inspection group. Comments from the group included, "Best elevators in the Pacific fleet."
- d. Provided extra security watches and assisted base security during the onload of vehicles for the homeport change from Bremerton to Alameda on 12 April.
- e. Ended the Navy's nuclear weapons era by decommissioning the Weapons Technician (WT) rating on 10 May.
- f. Performed depot-level rework of 210 pieces of Armament Weapons Support Equipment in just two weeks.
- g. Received rave reviews from TYCOM inspectors during the torpedo technical assist visit conducted 24 and 25 May, and was exempted from the follow-on inspection.
- h. Selected by TYCOM to represent the fleet from 7 to 10 June at the initial logistical support meeting for the GBU-24 Hard Target Penetrator bomb.

i. Relocated the Armament Weapons Support Equipment maintenance work center in June to facilitate installation of the ship's new gym.

j. Rehabilitated and relocated the G-3 division office in June.

k. Assumed all internal and external ship's security duties after the departure of the Marine Detachment in July, and dedicated over 615 man hours to train 200 department personnel in these responsibilities.

l. Completed GBU-24 weapons assembly manual verification on 19 and 20 July.

m. Executed a flawless and incident-free onload of over 1,500 tons of ordnance at Indian Island from 2 to 4 August.

n. Provided traffic directors for NAS Alameda in support of CARL VINSON's Dependents Day cruise on 9 August.

o. Completed MK 50 torpedo training from 10 to 12 August.

p. Provided expanded security watches during the visit of the President of the United States on 13 August, working closely with the Secret Service Technical Services Detail and the Presidential Protection Detail.

q. Completed GBU-24 ship fit suitability testing from 13 to 17 August.

r. Conducted a TYCOM weapons safety tech assist visit from 23 to 27 August with only minor discrepancies.

s. Assembled over 20 tons of ordnance from 1 to 18 September in support of Carrier Air Wing FOURTEEN's Strike Operations at NAS Fallon, Nevada.

t. Received only 15 discrepancies during Ships' Explosive Safety Inspection (SESI) from 15 to 19 November, all of which were corrected before the inspectors departed. Training records, magazines, ready service lockers, and all magazine sprinkler systems were graded as "outstanding."

u. Completed a "zero discrepancy" Mine Readiness Certification Inspection (MRCI) from 7 to 10 December.

v. Provided shot line teams in support of 25 underway replenishments.

w. Finished the rehabilitation of 43 magazine sprinkler systems, which required 9,216 man hours to accomplish.

x. Incorporated five shipalfts and upgrade modifications to enhance the safety and reliability of the weapons elevator systems.

y. Completed the rehabilitation of nine machinery rooms, two hydraulic pump units, and four elevator shafts.

z. Completed all aircraft-type conventional weapons load training. 100 percent of Weapon's flight deck personnel gained certification to handle ordnance prior to commencing TSTA training cycle.

aa. Expended over 200 man hours to make unscheduled repairs to faulty firemain pressure gauges in the magazine sprinkler systems, thereby saving \$60,000 in civilian labor .

bb. Expended 38,703 rounds of ammunition to qualify 200 personnel in the use of small arms during 18 days of training at the small arms firing range.

cc. Developed a shipboard small arms range to ease the logistical pressure of using shore-based ranges during brief in port periods.