DEPARTMENT OF THE NAVY
USS CARL VINSON (CVN-70)
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From: Commanding Officer, USS CARL VINSON (CVN 70)
To: Director of Naval History (OP-09BH)

Subj: 1995 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) 1995 Press Clippings

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

L.C. Baucom

L.C. BAUCOM

USS CARL VINSON (CVN 70) MISSION

"To project power anywhere in the world by conducting sustained combat air operations safely and efficiently while supporting embarked units."

USS CARL VINSON (CVN 70) is one of the finest and most advanced aircraft carriers ever developed. This warship is the third Nimitz-class aircraft carrier to be commissioned and is still evidence that American technology and "know-how" remain unsurpassed in achieving the highest standards.

These high standards are the direct result of a trained and dedicated team of 5,500 professionals who are ready, willing and able to respond to any crisis. These are America's finest - carrying on a tradition of volunteerism, patriotism and pride which began in 1776,

CARL VINSON is part of the Pacific Fleet and 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 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.

While the prospects of global war have receded, there is no doubt that regional challenges will continue to arise. With our national interest at stake in many troubled areas, CARL VINSON and its airwing continue to demonstrate their dedication to maintaining an effective forward presence and an unequaled ability to project power "Forward...From the Sea." Because of its numerous capabilities, CARL VINSON is in the forefront to ensure peace and stability, conduct humanitarian assistance and join with our other services in response to crises anywhere in the world.

The dedication, professionalism, hard work and combat readiness of the officers ad crew of 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

USS CARL VINSON (CVN 70) ORGANIZATIONAL STRUCTURE

Commanding Officer	CAPT Larry C. Baucom
Executive Officer	CAPT Evan M. Chanik (Jan-Aug) CDR Richard O'Hanlon (Aug-Dec)
Command Master Chief	OSCM Richard Sheridan (Jan-May) YNCM(SS/AW) William Nissen (May-Dec)
Administrative Officer	LCDR Robert Findley
AIMD	CDR Eric R. Dean
Air Boss	CDR Rick White (Jan-Jun) CDR Rick Smith (Jun-Dec)
Chief Engineer	CDR Thomas Coumes (Jan-Jul) CDR James Hunn (Jul-Dec)
Command Chaplain	CAPT Timothy Morita (Jan-Feb) CDR Robert Stone (Feb-Dec)
Communications Officer	LCDR Malcolm Rathbun (Jan-Feb)
Dental Officer	CDR William Carroll
First Lieutenant	LCDR Charles Saylor
Legal Officer	LCDR Jeff Luster
Marine Detachment	Capt Christopher Schaefer, USMC
Medical Officer	CDR Jeffrey Brinker (Jan-Jul) LCDR Louis Gilleran (Jul-Dec)
Navigation Officer	CAPT Justin Wallace
Operations Officer	CDR Philip A. Tompkins
Public Affairs Officer	LCDR Anthony Cooper
Reactor Officer	CAPT Robert K. Blanchard

Safety Officer	CDR Keith Quigley (Jan-Sep) CDR Brian Wild (Sep-Dec)
Supply Officer	CDR Michael Roesner
Training Officer	LCDR Jan Meyers (Jan-Feb) LT James Pinkepank (Feb-Dec)
Weapons Officer	LCDR Eric Trexler (Jan-Feb) CDR Alden Williams (Feb-Dec)

USS CARL VINSON (CVN 70) NARRATIVE

USS CARL VINSON (CVN 70) began 1995 inport at Naval Air Station Alameda. The ship was in the middle of its Ship's Restricted Availability (SRA) 95. During the next several weeks, the hosted many local residents for tours. AN Warren Pribula from Air department's V-3 division, was recognized by Alameda mayor Ralph Appezato for assisting in the apprehension of a suspected narcotics dealer and Captain Larry C. Baucom conducted a telephone interview with the Columbia, SC newspaper, *The State*, for an hometown feature article.

February 3, the ship held a Safety Stand down to re-focus our safety thinking as we neared completion of SRA 95. Pierside tours continued for locals, most notably members of DEFY, Cub Scouts and NJROTC students. We conducted Fast Cruise from 16-17 February and officially ended SRA 95 on February 17. February 21st brought a familiar call "Underway, Shift Colors" as the ship began Sea Trials and flight deck/PALS certification. We returned to port in Alameda on February 26th.

Inport during the month of March, the ship was extremely busy with several high interest inport tours and community relations projects. CARL VINSON hosted the following prominent groups for tours: Palo Alto Boy Scouts, the Orinda Rotary Club (headed by the mayor of Orinda), overnight visit by Danville Boy Scout Troop 36, graduation ceremony for Webelos Pack 823, 15 college seniors from the University of the Pacific in Sacramento and members of the San Francisco law firm of Thomas Law. Additionally, the ship hosted dinner for seventy members of the John F. Kennedy University Board of Regents headed by its president, Charles Glasser. Simultaneously, CARL VINSON found time to successfully complete its TEMPEST survey, Brig Inspection and certification and a visit by the Aviation Ordnance Training Team. From March 22nd to March 27th, Commanding Officer, Captain Larry Baucom returned to his hometown of Columbia, SC was interviewed by radio station WVOC, and NBC affiliate television station WIS as well as spoke to the Columbia Navy League and NJROTC classes at the University of South Carolina.

The first week of April continued the hectic pace of inport tours and completion of the Dental Readiness examination on April 3rd. Coordinating through the Navy Office of Information in Los Angeles, Spectrum Holobyte Company visited the ship on April 4th to record natural sounds and air traffic controller background noises for a CD-ROM interactive game. April 10th, the ship was underway to the southern California operation area for carrier qualifications. In addition to qualifications, the ship hosted Chris Eddy kid's show host) and Rory O'Farrell (cameraman) from Sacramento Fox affiliate KTXL. Eddy and O'Farrell gathered videotape footage and conducted interviews for 30-minute show entitled "*Kids Wanna Know*" focusing on life aboard an aircraft carrier. April 14-17 were spent inport Naval Air Station, North Island. April 18th found us underway with the Board of Inspection and Survey (INSURV). While conducting INSURV, CARL VINSON hosted several AirPac distinguished visitors to include among them seven Senate staffer (headed by Nebraska Senator Kerry's assistant Lorenzo Goco), the Committee for Common Defense (headed by former BRAC chairman Jim Courter), prominent Los Angeles attorney Ira Reiner and Phoenix, AZ radio personality Preston Westmoreland. Westmoreland conducted a live news feature segment form the ship on February 23rd. However, the ship was treated to an very special visit from

April 21st to the 22nd as Apollo 12 astronauts Captains Al Bean, Pete Conrad, Dick Gordon and their wives visited the ship for an overnight embark. The ship returned to port on April 25th.

The beginning of May had CARL VINSON finishing last minute preparations for our Family Day cruise. On May 10th, the ship hosted thirty-nine Alameda County mayors for dinner as the setting for the monthly meeting. May 12th, however, was a magic day. CARL VINSON set sail that morning in the San Francisco Bay with over 10,000 families and friends for a one-day cruise. Entertainment was provided though the services of Mr Jack Block of the San Francisco Carl Vinson Committee. After a spectacular air show, the ship returned to port that evening with complement of tired, but pleased guests. From May 15th through 19th, the ship was visited by the Mobile Ordnance Training Team and throughout the month hosted dinners for the Association of Former Intelligence Officers on May 17th and the San Francisco Consular Corps on May 24th. Prominent guests who toured the ship in May were executives from SEE's Candy Company (who donated $1,500 to the Navy Relief Society), the Fremont Harley Owners Association and Navy candidates from Recruiting Area Eight. On May 30th a shipside safety Stand down was conducted and the next day, Captain Justin Wallace (Navigator), LT Gary Foster (Ops Dept) and YNCM (SS/AW) William Nissen (CMC) conducted a phone interview with *Navy Times* on Navy selection boards.

June 5th and the ship was underway again to the southern California operating area for Tailored Ship's Training Availability (TSTA), Phase I/II with Carrier Air Wing (CVW) Fourteen simultaneously doing carrier qualifications. Three hours after our departure from Alameda, AirPac, VADM Spane embarked for a daylight visit with prominent business leaders from the Monterey area and several faculty from the Naval Postgraduate School. The next eleven days saw the ship visited by many AirPac-sponsored guests for overnight stays to include: Mrs Linda Spane (wife of AirPac) with the wives of San Diego businessmen and University of California at Berkeley faculty. Dane Hansen Productions visited June 13-14 to shoot footage of the ship and conduct interviews for a documentary series. Captain Larry Baucom concluded the month with a June 21-23 visit to the state of Georgia. On June 21st, he presented a photo of the ship commemorating the 1996 Olympics to the mayor of Atlanta. June 22-23, the captain visited Milledgeville (hometown of Representative Carl Vinson), conducting speaking engagements with the Chamber of Commerce, Kiwanis Club, Milledgeville Country Club and Georgia College.

CARL VINSON kicked off July 1st with an inport tour for 100 WWII naval aviation cadet and 40 veterans from USS BON HOMME RICHARD. The nation's birthday was celebrated with 40 CARL VINSON Sailors participating in a flag ceremony at the Oakland A's baseball game. July 10th, we were underway again in the southern California operating area for TSTA IV and Training Carrier Qualifications with student pilots. July 12th, the ship played host to RADM William Hayden, Commander, Naval Air Training and MGEN Donald Petersen, USAF, Director, Plans & Policy for Air Education and Training Command. July 17th, the ship went pierside Naval Air Station, North Island to conduct a ceremony for winning the coveted ADM James Flatley award for aviation safety. The ceremony was attended by VADM Robert Spane, AirPac and RADM Edward Moore, Jr, COMCRUDESGRU THREE. Underway that afternoon, the ship prepared for a visit by the Nuclear Propulsion Mobile Training Team and the Aviation Maintenance Management Assist Team. The ship returned to port on June 20th. Captain Larry Baucom hosted San Francisco Mayor Frank Jordan and six Navy League members for dinner on June 26th. Three days later, the ship hosted 25 members

of the original Tuskegee airmen for a tour.

Navy Times conducted a phone interview with ABH1 Clifford James and ABH2 Gerhard Fox for story on shipboard tour extensions. Thirty-nine members of the San Francisco Forum (an influential business organization) were hosted to lunch by Captain Larry Baucom on August 15th. Three day later would begin an historic moment in CARL VINSON history. On August 18th, the ship loaded aboard 12 WWII warbird aircraft for launch during the VJ Day commemoration festivities in Pearl Harbor, HI. On the 20th of the month, Mr Richard Sprague and Mr James Beasley (personal friends of Senator Arlen Specter), embarked for a six day visit and the next day the ship set sail to Hawaii to participate in Exercise Kekoa '95 and the VJ Day Commemoration ceremony. On August 28th, Hawaiian media embarked to conduct a media availability with RADM Edward Moore and cover Exercise Kekoa '95. However the next day had the ship buzzing. While transiting off the coast of Waikiki, CARL VINSON launched 11 WWII warbirds of its flight deck. Present for the ceremony was VADM Robert Spane, AirPac and hundreds of guests. After the completion of the launch, the ship went pierside in Pearl Harbor to prepare for the commemoration.

September 1st, the ship was underway for the day as the reviewing platform for the International Parade of Ships. CARL VINSON was visited by Secretary of the Navy, John Dalton, Chief of Naval Operation, Secretary for Veteran Affairs, Jesse Brown, ADM Jeremy "Mike" Boorda, Chairman, Joint Chiefs of Staff, GEN John Shalikashvili, Commander-in-Chief Pacific Fleet, ADM Ronald Zlatoper and 2,000 WWII veterans. That provided a preview for the next day's festivities. The President of the United States, William J. Clinton and the First Lady, Hilary Rodham Clinton visited the Gold Eagle. For President Clinton (his second visit to CARL VINSON in less than 2 years), the ship provided the platform for his commemoration speech to 2,000 WWII veterans. Following his speech, the president, assisted by Postmaster General Marvin Runyon, unveiled a new stamps series observing WWII. The morning activities concluded with the president having lunch with selected WWII veterans and CARL VINSON crewmembers. That evening, CARL VINSON hosted veterans to a hangar bay dance and while attending, Secretary of the Navy, John Dalton, warded CARL VINSON, COMCRUDESGRU THREE and COMCARAIRWING FOURTEEN a Meritorious Unit Commendation.. On September 4th, an open house was conducted and over 2,000 guests were recorded. On September 6th, the ship was underway for Alameda and completed its Operational Reactor Safety Exam (ORSE) from September 8-10. September 13th, the ship returned to port. The NorCal Waste Stream Management Company was hosted to dinner on September 22nd by Captain Larry Baucom. On September 23rd, the Carl Vinson Sea Cadet Division was hosted to an award ceremony onboard for winning the John J. Bergen trophy as the most outstanding sea cadet unit in the country. The month concluded with a 3-M Assist visit from September 25-28.

October began with a furious pace as the ship was in the final preparation phase for participation for Fleet Week '95. On October 5th, seven WWII warbirds were loaded aboard the ship for a historic launch in the San Francisco Bay. The next day the ship was underway with over three hundred guests and families for an overnight embark. As the ship transited pass the Golden Gate Bridge, six warbirds were launched from the deck to the delight of the crowd. The next morning, the ship continued record-making strides as it launched two tactical aircraft (an F-14D and F/A-18) and then recovered and launched an S-3A Viking in the San Francisco Bay as the lead ship in a pass in review ceremony. That afternoon the ship returned to port to prepare for an open house the next day.

When October 8th arrived, the ship opened its doors to the Fleet Week crowd and by the end of the day, over 6,000 guests walked the decks of the Gold Eagle. Local tours continued during the month with notable organizations such as the Marin County Breakfast Club, Boy Scouts and 18 local law enforcement agents hosted by the former Commanding Officer, Captain John Payne. Additionally, the ship was underway October 16-18 for an ammunition onload and completing a Combat Systems readiness Review from October 23-31.

November began with the Communications Operational Readiness Assist Visit from November 1-3. The month was chocked full of inport tours from such guests as the San Francisco Navy League, the Acorn A's model A Ford Club, the Diablo's Men's Club, the Lincoln Leadership organization and several Boy Scout packs. November 6-9, a Shipboard Explosive Safety Inspection was conducted. November 7th became an example of teamwork in action. USS CARL VINSON and USS ABRAHAM LINCOLN joined forces for a combined pierside flight deck spell out for the annual classic Army-Navy football game. November 13-21 found the ship underway for TSTA (Phase III) and Final Evaluation Phase (FEP). During the underway period, the ship was embarked for a series of overnight visits by the Barbary Coast Young President's Organization, several private industry public relations specialists, Bay Area law professionals, and Cleveland- area physicians. The ship returned to port on November 21 to celebrate the Thanksgiving holiday. November 23, the ship held a Thanksgiving dinner for crew and family. Four days later, CARL VINSON was underway from NAS Alameda for COMPTUEX 96-1A.

As the underway period continued into December, the ship received overnight visits from LTCOL Ronald Sega and Dr Bonnie Dunbar (NASA astronauts), KPBS media, daylight visit by 33 senior U.S. State Department officials, and five AirPac-sponsored guests headed by California sate senator David Kelley. However the ship geared up for another exciting event. Pro golfer Greg Norman visited the ship for a daylight embark, Arriving on the ship via an F-14, Norman made several traps before having lunch with the crew, touring the ship and conducting a golf clinic in the hangar bay before departing. The event was covered by *Sports Illustrated*, *Navy-Marine Corps News*, and *All Hands*. December 16-18 the ship completed the Integrated Training assessment and on December 19, reported to Third Fleet as the ready carrier. The ship returned to port on December 20th.

The ship was inport NAS Alameda for the remainder of 1995.

USS CARL VINSON (CVN 70) CHRONOLOGY

January

3 USS CARL VINSON Sailor Airman Warren Pribula awarded citation by Alameda Mayor Ralph Appezzato for his assistance in apprehending a suspected drug dealer

17 Captain Larry Baucom conducted phone interview with hometown newspaper, *The State* of Columbia, SC for hometown feature article.

21 Tour for 34 members of the Chinese Presbyterian Church, 2 NRD San Francisco candidates, 8 SECO employees and 16 local guests.

22 Tour for 35 Santa Rosa Boy Scouts and 2 local families.

25 Tour for 30 Stockton, CA NJROTC members.

28 Tour for 5 University of Berkeley students, 40 Berkeley Cub Scouts and 30 members of a local family.

February

3 Safety Standdown

4 Tour by 50 Alameda DEFY students/mentors. 50 Castro Valley Cub Scouts and 8 members of a local family.

5 Tour by 50 Pacific Coast Air Museum members and 2 local family members.

7 Tour by 50 Sacramento NJROTC students.

9 Tour by 14 Encinal H.S. students.

12 Tour by 3 local family members.

16-17 USS CARL VINSON conducts Fast Cruise. Two-day pierside visit by College Park H.S. senior Andrew Gibbons for the "Senior Experience Exchange" program.

17 SRA-95 ends.

19 Tour by 8 local family members.

21-26 Underway for Sea Trials and flight deck/PALS certification.

March

4 Tour by 20 Palo Alto Boy Scouts, 30 St Mary's College students and 8 local family members.

5 Tour by 25 Orinda Rotary Club members headed by mayor of Orinda and 5 local family members.

9 Tour by 60 Castro Valley Elementary School students.

12 Tour by 52 members of SF law firm Thomas Law Offices, 16 Civil Air Patrol cadets, 20 Piedmont Cub Scouts and 3 local family members.

13-17 Visit by Aviation Ordnance Training Team.

13-24 TEMPEST Survey

16 Dinner and tour for 75 JFK University Board of Regents headed by President Charles Glasser.

18-19 Overnight pierside visit by Danville, CA Boy Scout troop 36.

20-24 Completed Ship' Brig Inspection and certification.

22 Captain Larry Baucom conduct phone interview with hometown radio station WVOC.

25 Graduation ceremony and tour for Webelos Pack, Den 2 on the flight deck.

26 Captain Larry Baucom conducted hometown interview with reporter Christie Kednocker of Columbia, SC NBC affiliate WIS. Captain Baucom speaks with Columbia Navy League. Tour by 12 Round Mountain H.S. (Nevada) and 2 local family members.
27 Captain Baucom speaks to University of South Carolina NJROTC classes.
29 Brief /tour to 15 University of the Pacific seniors on Navy Public affairs and life onboard the CARL VINSON.

April

1 Tour by 49 Novato Cub Scouts, 30 Morgan Hill Cub Scouts and 2 local family members.
2 Tour by 30 Dublin Cub Scouts, 12 El Cerrito Cub Scouts and 2 local family members.
3 Completed Dental Readiness Exam.
4 Spectrum Holobyte Company onboard to record natural sound and air traffic controller background for CD-ROM interactive game. Tour by 32 Montrose H.S. NJROTC cadets.
8 Tour by 30 San Mateo Boys/Girls Club members and 3 local family members.
10-14 Underway for SOCAL OPAREA for CVW-14 carrier qualifications. 4 day embark by kid's show host Chris Eddy and cameraman Roy O'Farrell from Sacramento Fox affiliate KTXL. CARL VINSON was subject of 30-minute show entitled *Kids Wanna Know* highlighting life aboard an aircraft carrier.
14-17 Inport, NAS North Island.
18-24 Underway for Alameda. Conducted INSURV.
18-19 Overnight embark by 11 AirPac visitors.
19-20 Overnight embark by 8 AirPac visitors.
20-21 Overnight embark by 7 Senate staffers headed by Lorenzo Goco, military legislative assistant to Senator Kerry (D-NE).
21-22 Overnight embark by Apollo 12 astronauts CAPT Al Bean, CAPT Pete Conrad and CAPT Dick Gordon. Additionally received overnight embark from 12 Navy Comptroller sponsored visitors.
22-23 Overnight embark by 24 Committee for Common Defense visitors headed by Mr Jim Courter, former BRAC Chairman. Additional visitors included Mr Ira Reiner and Raymond Riley of LA law firm Riley & Reiner and host/producer Preston Westmoreland of the *Preston Westmoreland Show*, KTAR-AM, Phoenix, AZ.
22-25 4 day embark by Oakland Airport Hilton Executive chef Gunnar Meyer.
23 Remote transmission from CARL VINSON to KTAR-AM radio for live segment on Preston Westmoreland's embark.
25 Inport, Alameda, CA
28 Tour by 45 Livermore H.S. students.
29 Tour 40 East Oakland Elementary school students and 40 Fresno Girl Scouts.
30 Tour by 150 Pleasanton Cub Scouts.

May

6 Tour by 11 Hayward Cub Scouts, 40 Altamont flight team members and 7 recruiting Area 8 candidates.
7 Tour by 15 Novato Cub Scouts.
10 Dinner/tour for 39 Alameda county mayors hosted by Alameda Mayor Ralph Appezzato.
12 Family Day cruise

13 Tour by 40 Fremont Harley Owners Association members.
15-19 Visit by Mobile Ordnance Training Team.
17 Dinner/tour for 50 Association of Former Intelligence Officers (AFIO) members and 35 Ayers elementary school students .
20 Tour by 63 Modesto H.S. NJROTC cadets, 20 Fairfield Cub Scouts and 25 Lafayette Tiger Scouts .
21 Tour by 25 half Moon Bay Civil Air Patrol members and 5 local family members.
23-24 CMS Inspection
24 Dinner/tour for 48 San Francisco Consular Corps members. Tour by 18 SEE's Candy company executives who donated $1,500 to Navy Relief Society.
27 Captain Baucom speaks at the Sons of the American Revolution, Thomas Jefferson chapter luncheon in Orinda. Tour by 20 Modesto young Marines and 36 Orinda Boy Scouts.
30 Safety Standdown
31 *Navy Times* conducted interview with Captain Justin Wallace, LT Gary Foster and YNCM(SS/AW) William Nissen on Navy selection boards.

June
5-15 Underway to SOCAL OPAREA for TSTA I/II and CVW-14 carrier qualifications.
5 Daylight embark by VADM Spane and 25 visitors from Monterey.
5-8 Visit by Ordnance Handling and Assist Team.
8-9 Overnight embark by 6 AirPac visitors.
9-10 Overnight embark by 9 AirPac visitors.
10-11 Overnight embark by Mrs Spane and 14 wives of prominent San Diego businessmen.
13-15 2 day embark by Paul Hansen Productions shooting video and conducting interviews for military documentary.
14 Satellite Films shoots video of CARL VINSON for Navy's nationwide recruiting campaign.
14-15 Overnight embark by 10 AirPac visitors.
16 Inport, Alameda, CA
17 Tour by 8 local families.
20 Lunch/tour for 73 San Francisco business and social leaders hosted by RADM Tedeschi.
21 Captain Baucom presents CARL VINSON Olympic picture to mayor of Atlanta.
22-23 Captain Baucom visits Carl Vinson hometown of Milledgeville, GA. Visit includes speaking engagements at Chamber of Commerce, Kiwanis Club, Milledgeville Country Club and Georgia College.
24 Tour by 100 TROA members, 50 Modesto Sea Cadets and 20 Society of military Engineers members.

July
1 Tour by 100 WWII naval aviation cadets, 40 USS BON HOMME RICHARD veterans and 17 Farallon Computing company employees.
4 40 Sailors participate in on-field flag ceremony at Oakland A's game in Oakland Coliseum.
9 Tour by 100 International Defense Counselors members.

10-17 Underway to SOCAL OPAREA for TSTA IV and training carrier qualifications. Visit by Ordnance Handling Safety and Assist Team.
12-13 Overnight embark by RADM William Hayden, CNATRA and MGEN Donald Peterson, Director, Plans & Policy, Air Education and Training Command and 7 CNATRA visitors.
17 Inport NAS North Island for ADM James Flatley Award ceremony attended by VADM Spane, RADM Moore.
17-20 Underway to Alameda. Visit by Nuclear Propulsion Mobile Training Team and Aviation Maintenance management Assist Team.
20 Inport, Alameda, CA.
22 Retirement ceremony for CAPT Weylin Eng, USNR
26 Dinner/tour for San Francisco Mayor Frank Jordan.
29 Tour by 25 members of the original Tuskegee airmen.

August
3 *Navy Times* conducted phone interview ABH1 Clifford Adams and ABH2 Gerhard Fox for story on shipboard tour extensions.
5 Tour by 50 1st MAW Association members and 2 local families.
7-9 Magazine Sprinkler System Inspection
9 Tour by 32 San Francisco Telegraph Hill Center employees.
12 Tour by 20 Vallejo Boy Scouts.
15 Lunch/tour for 39 San Francisco Forum members headed by SF Navy League member Ron Vernali.
18 Loaded aboard 12 WWII vintage warbirds for Pearl Harbor commemoration of VJ Day.
19 Tour by 36 Escalon First Assembly Church members.
20-26 Nine-day embark by distinguished visitors Mr. Richard Sprague and Mr. James Beasley of Philadelphia, Pa., sponsored by U.S. Senator Arlen Specter.
21-28 Underway for Pearl Harbor, Hawaii.
28 Several Hawaii media embark USS CARL VINSON for VINSON participation in Exercise Ke Koa '95.
29 USS CARL VINSON launches 11 WWII vintage warbirds from its flight deck of the coast of Waikiki.
29-6 Sep Inport Pearl Harbor, Hawaii, for 50th Commemoration of VJ Day celebration.

September
1. USS CARL VINSON underway as host platform for the International Parade of Ships. Ship was visited by Secretary of the Navy, John Dalton, Chief of Naval Operations Adm. Jeremy Boorda, Chairman of the Joint Chiefs of Staff Army General John Shalikashvili, Commander-in-Chief, Pacific Fleet Adm. Ronald Zlatoper and 2,000 WWII veterans.
2. The President of the United States, William J. Clinton and First Lady Hillary Rodham-Clinton, visited CARL VINSON for WWII Commemoration ceremony on flight deck attended by 2,000 veterans. Additionally, CARL VINSON hosted veterans for a Hangar Bay dance. Secretary of the navy, John Dalton, awarded USS CARL VINSON the Meritorious Unit Commendation.
4. Open house conducted by USS CARL VINSON commemorating VJ Day attended by

8,000 guests.

6 Underway for Alameda, CA.

8-10 USS CARL VINSON completed the Operational Reactor Safety Exam (ORSE).

13 Inport Alameda, CA

15 Tour by 36 Oakland veterans.

16 Tour by local family.

17 Tour by local family.

22 Dinner and tour for 60 guests from the NORCAL Waste Stream management Company headed by San Francisco Navy League member Ron Vernali.

23 John J. Bergen Trophy award ceremony and tour for the CARL VINSON Sea Cadet Division commanded by LT Fred Shilzony, NSCC. Ceremony and tour were attended by 70 guests. Tour by 30 San Leandro Breakfast Club members and 22 Association of Old Crows members.

24 Tour for 16 Napa Valley Navy League members and a local family.

25-28 3-M Assist visit.

30 Tour by 50 Sacramento Sutter Club members.

October

1 Tour by local family.

5 Loaded seven WWII vintage warbirds for Fleet Week.

6-7 Underway in the San Francisco Bay with 350 family and guests for Fleet Week festivities.

6 Launched six WWII vintage warbirds in the San Francisco Bay for Fleet Week.

7 Launched F-14D Tomcat, F/A-18 Hornet and recovered and launched S-3B Viking in the San Francisco Bay for Fleet Week festivities. Returned inport Alameda.

8 Fleet Week Open House with 6,000 visitors.

14 Tour by Commanding Officer, VP-31.

15 Tour by two local families.

16-18 Underway for ammunition onload.

19 Inport Alameda, CA.

21 Tour by 30 St. Joseph Church members.

22 Tour by two local families.

23-31 Combat Systems Readiness Review.

25 Lunch and tour for 18 local law enforcement agents hosted by Captain John S. Payne, USN and local family.

26 Breakfast and tour by 80 members of the Marin County Breakfast Club.

29 Tour by 30 Fair Oaks Boy Scouts.

November

1-3 Communications Operational Readiness Assist Visit and Combat Systems Readiness Review.

4 Tour by 11 San Francisco Navy League members and three local families.

4 Lunch and tour for 12 members of the San Francisco Navy League headed by member Gene DeMartini.

5 Tour by 75 members of the Acorn A's Model A Ford Club, 40 Saratoga Cub Scouts and a

local family.

6-9 Shipboard Explosive Safety Inspection.

7 Lunch and tour for 18 members of the Diablo's Men Club. USS CARL VINSON and USS ABRAHAM LINCOLN participate in double flight deck spellout for "Go Navy, Beat Army" promotion spot. Tour by a local family.

8 Tour by 40 NRD San Francisco candidates.

9 Tour for 30 youths in the Lincoln Leadership organization headed by Captain John S. Payne, USN.

11 Tour by three local families.

12 Tour by three local families.

13-21 Underway from Alameda for Tailored Ship's Training Availability (Phase III) and Final Evaluation Phase (FEP).

15-16 Overnight embark by 15 members of the Barbary Coast Young President's Organization, sponsored by COMNAVAIRPAC.

16-17 Overnight embark by 15 industry public relations specialists from prominent companies sponsored by COMNAVAIRPAC.

17-18 Overnight embark by 17 law professionals from the Bay Area sponsored by COMNAVAIRPAC.

18-19 Overnight embark by 21 COMNAVAIRPAC distinguished visitors from the Bay Area.

19-20 Overnight embark by 12 Cleveland-area physicians sponsored by COMNAVAIRPAC.

21 Inport Alameda, CA

23 Thanksgiving Dinner onboard USS CARL VINSON for crew and family.

27-20 Dec Underway from NAS Alameda for COMPTUEX 96-1A.

29-1 Dec Visit by RADM Robert L. Ellis, Jr.

<u>December</u>

2-3 Visit by Terence Honikman, Bryan Gaggs, Fred Lear and NASA astronauts LTCOL Ronald Sega and Dr. Bonnie Dunbar.

3-4 Visit by freelance photographer Bob Graham and San Diego KPBS media John Alexanders, David Cain and Gwen Schiada.

7 Daylight visit by 33 members of the U.S. State Department Senior Seminar headed by Ambassador Robert M. Pringle.

7-8 Visit by Mr. Conrad Wangeman, GM, SF Airport Hilton and Rex Krugman, guest of VFA-113.

13-14 Visit by five CNAP-sponsored guests headed by California state senator David G. Kelley.

14 Daylight visit by pro golfer Greg Norman, VADM Robert Spane, COMNAVAIRPAC, two media from Sports Illustrated, Navy-Marine Corps News and All Hands.

10-13 Visit by RADM Timothy R. Beard

13-14 Visit by RADM Francis K. Holian

16-18 USS CARL VINSON completed Integrated Training Assessment.

19 USS CARL VINSON reported to Third Fleet as the ready carrier.

20 Inport Alameda, CA.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

1995 was an exceptional year for AIMD, providing support to Carrier Air Wing FOURTEEN's eleven squadrons and 85 assigned aircraft (VF-11, VF-31, VFA-113, VFA-25, VA-196, VAQ-139, VAW-113, VS-35, HS-4 and VQ-5) and seven afloat commands under Commander Cruiser-Destroyer Group Three. Despite a compressed work up schedule and only 92 days at sea, AIMD **established an impressive fleet reputation for ingenuity, innovation and aggressive maintenance**.

CVN-70 AIMD/SUPPLY/CVW-14 PERFORMANCE

The triad formed by CVN-70 AIMD, Supply, and CVW-14 resulted in remarkable support for CVW-14 squadron aircraft. The following are indicators of AIMD's 1995 performance (based primarily on TSTA III/FEP/COMPTUEX/ITA figures). Commander Carrier Air Wing Fourteen flew **3,284.5 flight hours, 1,989 sorties** for an impressive 97 percent sortie completion rate. **Ground Support Equipment division recorded an unprecedented 94.3 percent availability**; not a single sortie was lost due to Support Equipment malfunction.

FMC RATE:	**89.5%**
CVW SORTIE COMPLETION RATE:	**97.0%**
REPAIR RATE:	**69.3%**
POOL EFFECTIVENESS:	**100%**
IMRL ACCOUNTABILITY:	**99.2%**
TOL ACCOUNTABILITY:	**98.6%**
SE AVAILABILITY:	**94.3%**
3M INSPECTION :	**93.9%**
AME INSPECTION:	**43 "ON-TRACK" Programs**

BCM SAVES

AIMD is committed to providing the finest maintenance, while ensuring all possible means of repair are pursued. During CVN-70 TSTA III/FEP/COMPTUEX/ITA (13 November-20 December 1995), AIMD was able to accomplish numerous **BCM saves, totaling $16,322**. We **processed dozens of EXREPs, averaging about 15 per day, but final figures are unavailable at this time**.

AIMD GOAL ATTAINMENT

At the outset of the year, AIMD established three fundamental and realistic goals: 1) **expand the traditional scope of our maintenance** capabilities by an ambitious and aggressive procurement strategy to purchase the finest Non-Developmental Item (NDI) maintenance equipment available, to support both aviation and Battle Force operational requirements; 2) **establish CARL VINSON AIMD as the premier afloat IMA in the Pacific Fleet** by maintaining optimum levels of equipment readiness and development of fleet prototype

initiatives that would significantly change the way afloat maintenance is accomplished; and 3) **expansion of essential Automatic Data Processing (ADP) systems support** for critical inventory control, access to technical and administrative publications and instructions via CD-ROM technology, improve financial accounting and enhance administrative and message traffic functions supporting 431 personnel in four divisions. AIMD **exceeded every objective by use of a clearly defined and executed Plan of Action and Milestones**.

Our first goal resulted in the acquisition of eight major equipment additions; 1) a Laser Particle Counter HIAC/ROYCO Model ABS-2/8000A which eliminated the use of traditional hydraulic patch tests and significantly reduced reliance on PD-680 and FREON; 2) two Better Engineering aqueous parts washers Model F-4000-P that reduced consumption of PD-680 by 80 percent for parts cleaning; 3) a Bio-Rad Oil and fluid Analyzer System for surface fluid analysis; 4) a Aviator Breathing Oxygen contaminant analyzer NICOLET 8220; 5) a Laminar Flow Bench Model 3HT-24; 6) three state-of-the-art 2M microminiature Surface Mount Technology (SMT) stations Model PRC-2000 for use in Module Test Repair Facility (MTRF); 7) a General Purpose Automatic Wire Tester (GPAWT) Model A/U-24T-1 and 8) two PALL Land and Marine centrifugal hydraulic purifiers Model PE-00440-1H.

Our second goal resulted in 1) CARL VINSON's **selection by the Chief of Naval Operations as the Pollution Prevention (P2) prototype afloat command** for implementing and validating 47 important pollution prevention processes and equipments; 2) **selection as Commander Naval Air Force and Surface Force Pacific Fleet Battle Force Intermediate Maintenance Activity (BFIMA) Core Capabilities Assessment prototype**; and 3) Commander Naval Air Force Pacific Fleet's graded **Aviation Maintenance Management Team (AMMT) Aviation Maintenance Evaluation (AME) inspection** in which 44 key programs were evaluated with an overall Satisfactory with no off track programs. Assessors comment was **"the finest afloat AIMD in the Pacific Fleet"!**

Our third goal was achieved by the acquisition and installation of 132 personal computer systems and associated software, supporting 1) NALCOMIS Cost Accounting (NACA) and AIRPAC Financial Analysis Tool (AFAST), managing Supplies and Equipage (S&E) and Aviation Fleet Maintenance (AFM) funds amounting to about $6 million annually; 2) 11,000 Individual Material Readiness List (IMRL) assets valued at $92 million; 3) 4,443 Tailored Outfitting List (TOL) assets valued in excess of $28 million; 4) incorporation of CD-ROM technology via the Automated Technical Information System (ATIS); 5) Local Area Network (LAN) access for 34 work centers and 6) installation and validation of 75 NALCOMIS Phase II terminals. We have established a preliminary departmental computer PMS and Repair facility and have purchased basic spare parts and troubleshooting tools. Repair efforts have **saved an estimated $6,000 to date** and we are planning a expansion of the program to include dedicated personnel out of hide.

AIMD PROFILE

Total enlisted manning = 431, consisting of 240 ship's company and 191 Sea Operational Detachment personnel drawn from 4 SEAOPDETs (NAS Lemoore, North Island,

Miramar, and Whidbey Island.) Highly trained, dedicated and determined **ship's company AIMD personnel hold 67 different NECs. SeaOpDets hold 62 different NECs**, 29 of which are not included in the Ship's Company inventory, thus **AIMD requires an inventory of 96 different NEC's**. 32 NECs are One-Of-A-Kind! Added to this are numerous critical non-NEC qualifications such as Aircraft Tire & Wheel, Onboard Breathing Oxygen Generating System (OBOGS), Aviation Gas-Free Engineering, and Conventional Ordnance Certifications.

AIMD normally inducts for repair from 4,000 to 6,000 items per month while deployed. This means an average of between 150 to 200 repairables per day. Maintaining a high "throughput," an acceptable "turn-around-time," a high "RFI rate," and a reasonable "backlog" for both components "awaiting parts" and "awaiting maintenance" is essential to maintaining maximum **Carrier Air Wing FOURTEEN and COMCRUDESGRU THREE** readiness. AIMD is heavily involved in the Aviation Depot Level Repairable (AVDLR) and Battle Force IMA (BFIMA) repair program. Every component that AIMD repairs, saves a substantial sum of AVDLR dollars each year.

AIMD is responsible for 205 spaces; 172 compartments and 33 passageways. When CVW-14 is embarked, AIMD turns over 88 OLM spaces and passageways to our 11 squadrons. Our efforts during the last three months of an extensive 5 month Selected Restricted Availability (SRA) resulted in the upgrade or refurbishing of 80 percent of these spaces, dramatically enhancing material condition, Damage Control and Safety.

AIMD enthusiastically supports 2 Damage Control Repair Lockers (1A and 1F) and one Unit Repair Locker (Unit 11). We take great pride in our Repair Locker performance; AIMD has been the **winner or runner-up of the coveted CARL VINSON DC Olympics Trophy for five consecutive years!** AIMD's Surface 3M W/C is maintained by a handpicked Chief Petty Officer, five senior personnel and 190 maintenance men from each of the four divisions. Our men are proud to say that, "We do Surface Maintenance right." Our **Recorded Accomplishment Rate (RAR) is calculated at 93.9 percent!**

AIMD is responsible for managing CARL VINSON's Ground Transportation Program. We coordinate requirements and **provide maintenance support for 22 vehicles** supporting 18 departments, 84 division, eleven squadrons in Carrier Air Wing FOURTEEN, Commander Cruiser-Destroyer Group THREE and Commander Destroyer Squadron FIVE.
Efforts to date have saved in excess of $37,000 in maintenance repair costs and rental fees.

BATTLE FORCE INTERMEDIATE MAINTENANCE ACTIVITY (BFIMA)

Demonstrated Success. The CARL VINSON Battle Group BFIMA effort was particularly successful during our last deployment where over 450 separate maintenance actions were performed for ships and helicopter squadrons in company, including 300 maintenance actions by AIMD. The current BFIMA program is a consolidated repair effort involving eight of CVN-70's departments, including AIMD, Engineering, Operations, Reactor, Communications, Weapons, Deck, and Supply and is **coordinated by AIMD Production Control**. BFIMA actions are diverse, encompassing oil and fluid analysis, support equipment and IMRL periodic

maintenance and inspections, physical and electric calibration and repair, non destructive inspection, welding, rigid line and flex hose fabrication, electrical/electronic maintenance, connector repair, MR- and HT-type steel work, and fiberglass fabrication and repair. The Module Test Repair Facility (MTRF), combining Operations (EMO/ OE-15) and AIMD (IM-3), specializes in the diagnostics and repair of circuit cards, using state-of-the-art Huntron Tracker 5100 technology. By constant process improvement, **CARL VINSON is refining our capabilities and expanding our scope of repair**.

Building on a Successful Program. At the start of the year, AIMD CARL VINSON decided to concentrate on the following areas to expand our repair and manufacturing capabilities and enhance task force operational readiness:

- Equipment Upgrades
- Create Comprehensive Repair Capabilities Data Base
- Develop and Expand ADP Data Collection Capabilities
- Marketing our Capabilities to Battle Group
- Provide Prototype Fleet Platform for Core Baseline Assessment

1) **Equipment Upgrades**. Aggressive coordination by AIMD with COMNAVAIRPAC and COMNAVSURFPAC resulted in authorization for additional Cal Standards, significantly enhancing our calibration capability. Additionally, CARL VINSON is currently pending the delivery of Industrial Plant Equipment (IPE) which will greatly expand repair and manufacturing capabilities. Another key development is the installation of CHALLENGE ATHENA III combat service support, which will provide high resolution imagery and radiography, Automated Technical Information System (ATIS) CD-ROM library access and digital data transfer from SIMA and NADEP facilities via SATCOM. AIMD is vigorously pursuing the procurement of an electronic rigid tube bender that will enhance the accuracy of our steel and aluminum tube fabrication and additional swedge kits that will allow the repair or fabrication of flex hose beyond our current maximum swedge capability of 1 inch. We are also investigating the feasibility of establishing a fiber optics repair capability to support surface ship radar and avionics equipment, with emphasis on emergent repairs.

2) **Repair Capabilities Listing**. CARL VINSON developed a comprehensive, in depth prototype BFIMA repair capabilities listing on hard disk which details NEC technical skills, IPE, electronic and electrical diagnostics, major industrial repair and fabrication potential of each BFIMA-capable work center aboard. This was accomplished through intensive screening of aviation and surface SM&R codes, our locally developed Individual Component Repair List (ICRL), and expeditious repair (EXREP) induction and screening guideline. VINSON Battle Group commanders now have a clear and concise range and depth of our repair and manufacturing functions. This listing, which encompasses other CARL VINSON Battle Group command skills, was provided to NAVSEA (PMS335G) for **use as a baseline in the development of a Fleet Core Capabilities Assessment**. Additionally, an ongoing review of activity manning documents, current MSP/RAM and COSAL/AVCAL inventories, load list development and updating of BFIMA capabilities list were used to ensure manpower and

material resources are available for assumption of additional BFIMA capabilities.

3) **ADP Data Collection Capabilities**. CVN-70 worked closely with CNAP and NAVMASSO to address inherent problems with the MRMS/ NALCOMIS hardware interface. The current system is not yet fully developed to process manhour and cost accounting data. CARL VINSON was praised by COMNAVAIRPAC for its proactive approach to begin solving this fleet-wide problem. Additionally, CNAP's NALCOMIS Cost Analysis (NACA) and AIRPAC Financial Analysis Tool (AFAST) programs were incorporated and have been very helpful in AVCAL and SUADPS tracking and achieving cost management objectives.

4) **Aggressive Marketing Initiatives**. After development of our repair capabilities listing, CARL VINSON AIMD hosted a highly successful BFIMA familiarization conference underway to ensure its VINSON battle group customers were made aware of what is available onboard. This was very helpful in assessing repair options and guaranteeing essential services for emergent operational repairs. At this form, weapons system officers, maintenance officers and chief engineers from VINSON Battle Group commands discussed logistics, material functions, financial arrangements, ADP requirements and were given tours of facilities and demonstrations of our equipment.

5) **Selection for Core Baseline Assessment**. Due to our aggressive, proactive approach to fleet support, **CARL VINSON was selected as the fleet BFIMA prototype**. Assessors from Naval Sea Systems Command, Naval Aviation Maintenance Office, AIRPAC and SURFPAC evaluated repair capabilities in an effort to develop fleet wide criterion. **As the fleet BFIMA leader, CARL VINSON continues to define and expand the future structure of fleet maintenance and logistics support.**

INTEROPERABILITY INITIATIVES

With the downsizing of both shore and afloat commands which reduces outside repair and return availability, **we are identifying maintenance equipment and capabilities and investigating new sources of repair**. The establishment of FTSCPAC, under the regional naval maintenance hub concept is a positive step in broadening BFIMA access and capability by satisfying fleet technical support needs and centralizing the maintenance pipeline. Expansion of this concept in support of carrier home port changes to the northwest should include accessing area DOD activities such as Mather, McClellan, Beale, George, Fairchild and McChord Air Force Bases in conjunction with other joint service ventures. This is an area of tremendous industrial capacity that remains to be tapped and **CARL VINSON is in the lead**.

NALCOMIS/MRMS INTERFACE

Despite the potential afforded by an interface between Naval Aviation Logistics Computer Management Information System (NALCOMIS) and the Maintenance Resource Management System (MRMS), there are still several problems in transferring data between the two systems. The interface would function when work was sent from MRMS to NALCOMIS, but would not allow data transfer from NALCOMIS to MRMS. This incomplete data transfer

limits the overall effectiveness of this vital management information system. **AIMD CARL VINSON took the lead** in reviewing and suggesting design interface methods to improve maintenance and supply data access, collection, retention, and the generation of essential reports.

CD-ROM TECHNOLOGY EXPANSION

Incorporation of CD-ROM technology via the Automated Technical Information System (ATIS), has substantially increased the scope of CARL VINSON's BFIMA repair and troubleshooting applications. However, there are a number of areas where **CARL VINSON took the initiative** in recommending numerous system improvements. There is no master index (like the NAVSUP 2002) of the most recent CD's issued. Each disk should reflect the publications on it, and many publications are incomplete. Additionally, each disk must be downloaded to the hard drive; it would be more practical to access the information from the disk. Currently ATIS CD's are distributed manually; CARL VINSON recommend quarterly automatic distribution, similar to FEDLOG. **CARL VINSON has initiated development** of a Local Area Network (LAN) server network that, when fully developed and integrated, will provide expanded accessibility to the CD-ROM Automated Technical Information System (ATIS), which will substantially increase the scope of BFIMA repair and troubleshooting. Accelerated expansion of CD-ROM technical publications library capability in direct support of battle group surface combatants and weapons systems will be a tremendous boost to fleet combat effectiveness and operational readiness.

CONSOLIDATED CALIBRATION FACILITY

CARL VINSON has consolidated all calibration services into a ship's Consolidated Calibration Facility (CCF). By accelerating the validation of onboard departmental calibration inventories and standards and establishing a calibration "fly away team" to make "house calls" to outlying ships and squadrons, **we have significantly strengthened this important aspect of BFIMA repair**. Two areas of concern are the lack of a NAVSEA "NIMITZ" class Calibration Repair Listing (CRL), and the necessity of consolidating all functional workload and associated manpower requirements performing METCAL functions for all CV/CVN'S to AIMD Work Center 670. **We have made significant strides in these areas**. The merging of all calibration support provided both electronic and physical gage cal and repair under one roof and has **reduced off ship cal requirements by 45 percent**. During TSTA/COMPTUEX/ITA **AIMD processed over 400 items**.

P2 PROGRAM MAINTENANCE INITIATIVES

CARL VINSON's selection as the Navy's Pollution Prevention (P2) prototype deck by the CNO has been a tremendous boost to the BFIMA program. RADM Schrieffer's (OP N45) visit on 29 March and the follow on P2 process action team assist 10-14 April at sea identified numerous areas for improvement in battle group. Two aqueous parts washers were purchased with CINCPACFLT N4653 and OPNAV N881C assistance. These **will reduce maintenance man hours associated with cleaning oil, grease and lubricants from machinery and equipment parts; reduce the cost of buying and disposing of rags that were previously**

required in large volume; and virtually eliminate the use of PD-680 Type II, a source of hazardous material in the fleet. Delivery of two centrifugal hydraulic purifiers resulted in the virtual elimination of having to dispose of large quantities of hydraulic fluid and hundreds of maintenance manhours associated with the process. Additionally, COMCRUDESGRU three has approved our proposal to obtain an electronic tube bender that will enhance the accuracy of our steel and aluminum tube fabrication and additional swedge kits that will allow the repair or manufacture of flex hose beyond our current maximum swedge capabilities to support surface combatants.

AVIONICS/ARMAMENT DIVISION

Micro-Miniature (2M)/Cable/Connector Repair

Upgraded Capabilities of Module and Test Repair Facility (MTRF):

a. Installed PRC 2000 Soldering System, providing ability to work on state-of-the-art Surface Mount Technology (SMT).

b. Installed General Purpose Wire Tester, enabling testing of cables of up to 2000 pin connectors in a matter of minutes.

c. The MTRF **performed 333 repairs saving $2,776,000 million dollars.**

ECM/DECM/Crypto Work Center

Upgraded Defensive Countermeasures Test capabilities:

a. Replaced AN/USM 613 test set with the AN/USM 641 test set in support of the AN/ALQ-167 system.

b. Verified both USM-458C Test Benches in support of AN/ALQ-126 system.

c. Trained technicians on AN/ALQ-167 systems utilizing Naval Air Warfare Command Indianapolis, Indiana personnel.

d. Trained technicians utilizing NAESU Representatives on AN/USM-329B test set and upgraded same by installing important SEC's.

Consolidated Calibration Facility/Precision Measuring Equipment Work Center

a. Formally trained four ships company personnel in mechanical gage calibration.
b. Revived critical NAVSEA Calibration Requirements Listing (CRL) program.

c. **Performed first FCA type IV calibration of Shipboard jet engine test cell**. (Usually performed by Type III personnel).

Automated Test Equipment Work Center

a. Trained work center personnel utilizing NAESU, Grumman and Litton Representatives.

b. Returned RADCOM Benches to RFI Condition after extensive cannibalization in support of deploying aircraft carriers.

c. Completed verification of 98% of RADCOM TPS's using Pool Assets.

d. Verified over $4,000,000 million dollars of E-2C group II avionics WRA's and SRA's.

Consolidated Automated Support System (CASS)

a. Verified 19 F-14D Test Program Set's on CASS previously supported on Functional Avionics Systems Tester (FAST) Bench.

b. Trained personnel in support of Test and Evaluation of CASS TPS's at Operational Test and Evaluation Squadron Four, Patuxent River, Maryland

RADAR/Fire Control Work Center

a. Trained technicians on Calibration of AN/APM-446 Radar Set Test Station utilizing NAESU Representatives. Returned bench to Up status after extensive cannibalization in support of deployed carriers.

b. Returned RADCOM station to Up status after extensive cannibalization in support of deployed carriers.

Versatile Avionics Shop Test (VAST)

a. **Processed 18 items on HUNTRON saving $68,420 in BCM/repair costs**. The Huntron Tracker is a UNISYS Personal Workstation II computer and was used extensively to assist in troubleshooting difficult circuitry when the corresponding bench for that item failed to identify a fault. Additionally, the creativity of AIMD's technicians proved invaluable in troubleshooting additional components for which there existed minimal documentation. On numerous occasions, technicians would create a "footprint" of a known good circuit card and store it on disk. They would then use this "footprint" as a reference in fault isolating a inducted circuit card that passed all other tests on its respective bench. Finally, the Huntron Tracker was also used quite successfully in AIMD's BCM SAVE Program in an attempt to repair items that were normally "beyond I-level capability."

b. Upgraded Night Attack Intermediate Avionics Test Set (NIATS) bench with ECP 441R1.

c. Extensively trained ATS and IATS technicians by use of NAESU MacDonald-Douglas

representatives.

d. Utilizing Navy trained technicians, restored six HP7906 Disc Drives, **saving $168,000 dollars.**

Comm/Nav/Sonar/EA-6B VANS

a. Site activated ARC-210 Radio support as a replacement for ARC-182 radio for F/A-18 aircraft.

b. Transitioned S-3B avionics support from Digital Test Station to AN/SSM-9 Video Test Set, which runs S3-B video display and control WRAs.

c. Identified fleet-wide rework requirement for SM-511 test set.

Ordnance Branch

a. Established capability for support of F-14D Aircraft Armament Equipment (AAE) in support of new "air to mud" bombing mission.

GROUND SUPPORT EQUIPMENT DIVISION

Acquired A/S32A-35 Crash Crane; initiated Phase I & II Operators Training and received Advance Motor Drive Cabinet training from NAESU.

Established custody and administration of Government Motor Vehicles (GMV) consisting of 23 vehicles, which through diligent tracking and coordination was eventually **reduced to 13 vehicles** providing maximum support to the ship and resulted in a **savings of $37,000.**

Provided 6 highly trained technicians to Roswell, New Mexico from 17-28 April 95 in support of **Operation Roving Sands**. Professionalism displayed by the CARL VINSON personnel earned high praise and commendation from Commander, Carrier Air Wing FOURTEEN.

Hosted the NAVAIR P-2 Reverse Engineering Team aimed at product and/or process improvement. Resulted in the acquisition of two aqueous parts washers and two centrifugal hydraulic purifiers. An ethylene glycol recycler is now in the pipeline.

Completed CNAP SE/AWSE Rework Program at Bldg. 166, Naval Air Station Alameda completely refurbishing 325 pieces of Ground Support Equipment and 1640 pieces of Aviation Weapons Support Equipment (AWSE). This was a **major five month overhaul**, involving 55 men.

Provided maximum support to Air Wing FOURTEEN during the 50th Anniversary

Commemoration of the end of World War II. CVW-14 operated the Air Wing out of NAS Barbers Point, Hawaii. Supported CVW-14 DET Barbers with 23 pieces of support equipment and two flight line troubleshooters providing round the clock support. Assisted with the onload and offload of Vintage WWII aircraft pierside NAS Alameda and in Naval Station Pearl Harbor, Ford Island. Supported the Vintage aircraft staging at Ford Island with personnel involved in the move and also provided SE for securing and towing requirements. Assisted in the replacement of the Wildcat propeller with the use of the Hangar Deck Crane. Maintained and Operated scissor jack platform during Presidential visit in support of media video coverage.

Provided personnel to Fallon, Nevada in conjunction with Carrier Air Wing FOURTEEN exercise.

Provided ten 6k forklifts to Weapons Department during major ammunition onload from **USNS KISKA involving 2,166 tons of ammunition** and a round the clock maintenance support. All ten 6k's performed flawlessly causing no delays to the onload.

GSE successfully supported all COMNAVAIRPAC, Training Command, and CVW-14 Training missions without missing a single sortie due to the 100 percent availability of flight deck essential Support Equipment.

<u>AIRFRAMES/POWER PLANTS/NDI</u>

Airframes

Manufactured 8 damage control lockers for Reactor Department, a Radar antenna cover for Operations Department, 9 T.V. racks for VAQ-139, 2 NALCOMIS & 2 Computer Stands for CAG-14 Maintenance, Mail Boxes for READY Room HS-4, VFA-113, VS-35, 8 LOX Drip pans for IM-4 Division, total of 9 racks for IM-3 Division (computers, TARP, storage rack for fan room)

Tire Wheel Buildup

RFI a total of 263 wheel rims/tires

Composite Shop

Remanufactured 2 condemned composite power level guards for SH-60 aircraft from HS-4.

Hydraulics Shop

Procured and installed state-of-the-art Laminar Flow Bench, designed to create a contamination free work environment for disassembly, inspection, repair, and reassembly of particulate sensitive aircraft components i.e...Servo actuators, Servo valves.

Trained two personnel to support critical 8312 NEC vital to Aerial Refueling Stores (ARS) Hydraulics shop operation, supporting Carrier Air Wing FOURTEEN Buddy Stores Team.

Processed 245 items RFI/RFU

Completed Servo Test Set major repair, completed rehabilitation of HCT-10.

Non Destructive Inspection Shop

Processed over 1,000 assemblies totaling over 9,310 individual parts for four Departments and embarked CVW-14 squadrons.

- **Magnetic particle - 7,200 parts**
- **Liquid penetrant - 800 parts**
- **Eddy current - 1,210 parts**
- **Ultrasonic - 75 parts**
- **X-RAY - 25 parts**

Power Plants

Processed 22 engines, 15 RFI to Carrier Air Wing FOURTEEN, 15 Non-RFI, repaired 6 of the Non-RFI F-404 engines to RFI status.

Performed 35 Test Cell engine runs on 4 engine types: F-110, F-404, J-52 P-408, J-52 P-8B.

Installed Aqueous Parts Washer, reducing the use of hazardous material Solvents/cleaners by 80 percent.

Rehabilitated 173 SE/IMRL items, to include sandblasting and painting with white non-chromate paint.

Rehabilitated 4 Squadron work centers, 2 passageways, 1 head, 1 berthing, and the Jet Shop Office.

Oil/Fluid Analysis Lab

The Oil Lab acquired the ROYCO/HIAC Electronic Laser particle counter in April 1995. It has proved to be a valuable tool in the analysis of CVN-70 and Air Wing generated hydraulic samples. The benefits provided are a quicker turnaround time for sample results, with the normal processing time being 5 minutes per sample. Secondly through the use of the particle counter over the traditional patch test, this process has **saved an estimated 10 gallons of PD-680 hazardous waste** that would have been generated through the use of the patch test.

The Oil Lab has been **selected by JOAP Technical Support Center to provide field testing for the latest technology in oil analysis, the BIO-RAD FT-IR (Fourier Transformed Infrared) and the Naval Surface Warfare Center, Viscosity meter, TBN (total base number) meter and the Fuel dilution meter for use on shipboard lubricating oils.** Successful field test of this equipment on board CVN-70 will provide information for fleet application of these units. The overall benefit being a significant reduction in the use and disposal of hazardous materials, the reduction in time necessary to perform the testing over traditional methods, and increase accuracy in testing therefore enhancing the operation of shipboard and aviation lubrication and hydraulic systems. **Processed over 1,050 oil/fluid samples for CVW-14, Engineering, Air and Reactor Departments.**

Paraloft

Embroidered over 200 ball caps for VIP's, manufactured over 400 name tags for Carrier Air Wing FOURTEEN and ship personnel and refurbished the Admiral's passageway and bridge and the Captain's bridge.

Supported Carrier Air Wing FOURTEEN by test, check and repair over 300 Aviation Life Support System (ALSS) utilizing the Survival Equipment Asset Management System (SEAMS) and Survival Equipment Asset Tracking System (SEATS).

Upgraded Aviator Breathing Oxygen (ABO) sampler test set from the Accu-Lab 4 to the Nicolet 8220 model.

ADMINISTRATIVE DEPARTMENT

Captain's Office (X-2)

This year the Administrative Department embarked on an innovative process to radically improve the way we currently do business. Using the TQL approach to process improvement, our departmental ESC developed a long range plan to combine both the Executive Officer's and Captain's Office administration support. Under the newly developed process, we implemented consolidation of administrative personnel manning and resource material available to support the newly created office.

First step along the way was to find a space adequate enough to support six administrative personnel, the Ship's secretary and Administrative Officer. The old Captain's office was converted using state of the art design and on board technology to develop work stations and administrative flow processing. The work stations were designed to hold the CPU and monitor as one unit with a two-shelf concept. Each station had a stowage compartment for stowing EEBD, flash hood and gloves. All office desks were removed as well as shelves and replaced with two drawer file cabinets to serve as stowage for both official correspondence files and personal stowage. The desks were replaced by using a counter shelf concept. The typing

wells were replaced with a typing tray station mounted to the two drawer file cabinets forming a desk like appearance.

The Captain's vault was converted to a work center for two. The Ship's Secretary moved from the old Captain's office to the Captain's vault to provide better service to the commanding officer. Presently, using the Plan, Do, Check and Act (PDCA) cycle to monitor our progress.

Consolidation of command correspondence and directive have eliminated unnecessary reproducing of additional copies for two offices and provide better customer service as to one central point for all command correspondence and directives. Cross training is conducted using other office personnel. Some new and innovative have happened since this concept has taken place. We are now currently being used as a model for other carriers to emulate.

Our classified material is no longer being typed on classified material custody sheets. We are using the newly developed bar code system. Using the bar code system has reduced our submission times and sub-custody to under one day. We simply scan in the information using a bar code seal and typing the appropriate information in the assigned blocks. The computer then prints out a report reflecting the classified material as being control under the bar code seal an a custody form is printed ready for signature. When it comes to destroying the classified document, we simply enter the bar code seal back into the computer and report it as destroyed. The computer then prints out a destruction reports for signature for the appropriate departmental personnel to sign as destroyed. A file copy is then in our command classified material destruction file.

E-mail is being utilized extensively to keep departments apprised of administrative actions, setting up appointments and meeting between the Commanding Officer and incoming/outgoing check-ins, the command tickler system is utilizes this system. It has proven to be an effective management tool.

Personnel Office (X-3)

Ship's Company: 2878 enlisted personnel, 170 officers
Receipts: 1078 enlisted. 76 officers
Transfers: 577 enlisted separations, 9 officer separations
424 enlisted transfers, 57 officer transfers

1,027 Air Wing records maintained
184 SEAOPDET records maintained

Service record entries (PQS entries); 18,030
ID Cards issued: Active-2600, Reserve-300, Retired-55, Dependents-10
CWO2 Michael T. Cherry, 7411, USN relieved LT Alex Gaioran, 6410 as USS CAR VINSON Personnel Officer.
Change of Homeport Fair conducted on 24-26 October 1995

Public Affairs (X-5)

Internal Communications - Series of articles on professional culinary chef Gunnar Mayer's teaching culinary cooking course to mess management specialist personnel appeared in January Eagles Black History month celebration spearheaded by Lt. Cmdr. Anthony Cooper and RP1 Rodney Jennings, Chaplain's department was held on the mess decks. Staff also incorporated Black History month supplements to 50 per cent of all issues of the Eagle throughout the month of February.

JO1(AW) Dagendesh wrote a series of article pertaining to A-T-L-A-N-T-A spellout on the flight deck. I July, he produced a pictorial scrapbook depicting CARL VINSON history from 1975 construction to 1994 WestPac for inclusion in the newly refurbished Carl Vinson Memorial Room.

In September, staff wrote a series of articles pertaining to both liberty ashore in Pearl Harbor, Hawaii and upcoming WWII commemoration events. Staff also provided extensive coverage of WWII commemoration events for inclusion in a special 20-page commemorative issue of the Eagle.

In October, JO1 Hammond produced CARL VINSON Change of Homeport flyer and JO2 Baldwin, a change of homeport video. Also that month, PAO began work writing copy for pictorial 48-page cruise book on September visit tp Pearl Harbor.

In December, established live DJ program for interested members. Pro-golfer Greg Norman visited ship and conducted clinic for golf enthusiasts

External Communications - In January, established and developed media marketing plan through which staff submitted and published work in numerous civilian and military publications.

April saw staff conduct Mother's Day recording services for personnel wishing to send personal recorded message to wives and mothers over their hometown radio station.

Staff participated in "Any Day in the Navy" photo shoot held in May. Photographed in one 24-hour period, photos showcasing Sailors performing their everyday job in their Navy environment. Photos were published in October All Hands magazine.

In November, the shop coordinated "GO NAVY, BEAT ARMY" spellout on flight decks of CARL VINSON and ABRAHAM LINCOLN for airing during Army-Navy game. Staff also conducted radio holiday recording service for personnel wanting to send personal recorded holiday messages for airing over their hometown radio stations.

December All Hands magazine published two articles, both written by JO1(AW) Dagendesh: "CARL VINSON lead ship for pollution prevention" and "Hanna Boys Home." same issue also published photo of CARL VINSON Sailors for "Shipmates" column. Also in December, pro golfer Greg Norman visit was covered by Navy/Marine Corps News, All Hands and Compass.

Media relations - In April, staff escorted KTXL-TV (Fox 40) for story on life onboard an aircraft carrier. In September, escorted local and military media for ceremony commemorating the end of WWII and later provided news articles and photos of all events to Public Affairs Office, AirPac.

Community Relations - In March, the shop hosted overnight weekend visit and tour of ship for nearly 100 boy scouts.

May saw PAO host 50-plus members from bikers organization for weekend tour of ship. Also that month, staff provided media escort services for coverage of Family Day Cruise. Produced tri-fold pamphlet highlighting ship's history, mission, message from CO and Carl VINSON the man. Event boasted more than 10,000 military and civilian guests.

In September the ship was awarded the Meritorious Unit Commendation for participation in WWII commemoration.

Personnel - In March JO2 Baldwin returned from a three-month assignment in Riyadh, Saudi Arabia. Also that month, SN Cody Wassmann transferred to JO "A" school.

In May, JO1(aw) Dagendesh took second place honors for "Special Achievements Print Media-Welcome Aboard Books" category in the annual Chief of Information Merit Awards.

PAO experienced personnel losses in 1995. SR Alvin Van Horn and AN Jason Horkman separated in June and PN3 Carl Richards in July. In August, Dagendesh wrote/produced scrapbook for departing executive officer

In December, JO1(AW) Dagendesh was selected Admin Department Sailor of the Quarter, fourth quarter, FY 95 and JOC James O'Leary retired after more than 20 years of service and was awarded his fifth Navy Commendation Medal.

CHAPLAIN DEPARTMENT

The Chaplain Corps Vision Statement continued to be the impetus of the Gold Eagle Chaplain Department throughout 1995. The statement of mission is: *"Our vision is to enrich morally and spiritually the relationship of all men and women of the sea services to God and to another by: energizing people with hope, mobilizing the institution with moral leadership, strengthening people through pastoral care and building community.*

Energizing people with hope: The establishment of the Learning Resource Center (LRC) provided crew members the opportunity to further their education while at sea. Chaplain Stone attended the Long Distance Education Conference at Pensacola with a follow on trip to Georgia College, putting USS CARL VINSON on the cutting edge of video teleconferencing classes. Hundreds of shipmates have found guidance and solace, seeking the wise counsel of the Chaplains.

During the December underway period, the ship's choir set the yuletide spirit by singing on the Messdecks, Chief's Mess, and in the Wardroom, bringing the season's message of joy and peace to all shipmates.

Mobilizing the institution with moral leadership: Chaplains attended various special training on Myers-Briggs Type Indicator (MBTI), Critical Incidence Stress Debriefing (CISD), the Prevention and Relationship Enhancement Program (PREP), and the Navy Community Service Conference, facilitating continuous strong presence among the leadership. The Taylor-Johnson Temperament Analysis (T-JTA) provided a viable tool in coordinating newly reporting personnel who demonstrated a need for support with solid and reliable performers. Individual conferences with midshipmen established a means for future leaders to discuss the role of the Chaplain in

their developing leadership processes.

Strengthening people through pastoral care: Deckplate ministry provided countless opportunities for pastoral interaction. More than 1,000 American Red Cross messages were received this year. Daily prayer offered on the 1MC or ship's newspaper nourished the personnel. Consistent visitations to the brig and infirmary as well as work spaces extended the caring reach to crew members. Promotions, frocking, retirements, and awards ceremonies also enabled avenues of concern to be exercised for all participants.

Building community. The colorful holidays of many ethnic groups provided opportunities to celebrate and teach one another through heritage events such as Cinco de Mayo and Martin Luther King Jr Day.

Community relations projects were powerful programs for the crew members. Hundreds of Sailors and Marines actively participated with two schools in the "Adopt-A-School" program. Shipmates tutored and interacted with the students as well as provided positive role models.

The Predeployment/Change of Homeport Fair provided the setting for vast amount of information for CARL VINSON Sailors, Marines, and family members as they prepared for the upcoming deployment and homeport change to Bremerton, Washington. More than 2,000 participants interacted with the speakers and representatives from essential agencies from Alameda and Bremerton.

In response to a great concern by the Commanding Officer for the families of USS CARL VINSON crew members, an Ombudsman Center was established with office space, furniture, computers, communication equipment, and other support material, totaling in excess of $40,000. An Officer In Charge and several support personnel served as liaison between the ship while underway and the families through telephone, E-mail, and other means. During the 33 days underway in November and December, over 100 cases had been handled through the Ombudsman Center in addition to over 200 Red Cross messages.

COMMUNICATIONS

1. LCDR Paul L. Keeney relieved LCDR Malcom Rathbun as Head of the Communications Department, USS CARL VINSON (CVN-70) on 17 January 1995.

2. Completed a Selected Restrictive Availability (SRA) consisting of over 71 jobs either directly effecting, or related to communications systems. Precise planning and execution allowed the Communications Department to reactivate communications systems one month ahead of schedule.

3. During the period 18 July 1995 to 18 August 1995, was the key afloat participant in COMOPTEVFOR/CNO Project 1285 EHF SATCOM Development Test (DT-IV) and EHF SATCOM UFO/E Operational Test and Evaluation. This extremely successful test and evaluation validated operational performance and technical parameters of the Navy's newly installed Extremely High Frequency satellite communications system. In addition, a number of recommendations concerning EHF system employment, for both Navy and Joint application,

were developed by CARL VINSON communicators and forwarded by the test director for validation by the FLTCINC.

4. Participated in World War II 50th anniversary commemorative ceremonies in Pearl Harbor, HI from 21 August to 13 September 1995. During this globally visible event, USS CARL VINSON Communications Department provided reliable and efficient communications support to the President of the United States, Secretary of the Navy, Chief of Naval Operations and numerous other high ranking officials and officers in the Navy and Department of Defense chain of command. Additionally, the Signals Division received numerous positive comments on their superb ceremonial preparations highly visible throughout the ship.

5. Successfully completed the following Afloat Training Group (ATG) and Immediate Superior in Command (ISIC) training and evaluation evolutions:

a. Communications Assessment Readiness Training (CART) II; (08 February 1995).

b. Tailored Ship's Training Availability (TSTA I/II); 05-16 June 1995. ATG inspectors assessed the department as being fully ready to participate in TSTA Level IV/FEP training.

c. TSTA-III/FEP; 13-21 November 1995. Successfully completed. During this period, received a composite score of 98.2% on the Commander, Cruiser Destroyer Group Three (ISIC) Comprehensive Communications Assessment (CCC-27-SF).

d. Battle Group Systems Integration Testing (BGSIT); 27 November - 03 December 1995. Provided superb communications support to CINCPACFLT sponsored BGSIT team members allowing a comprehensive and efficient assessment of CARL VINSON Battle Group systems C4I inter-operability and systems compatibility.

e. Comprehensive Unit Training Exercise/Intermediate Training Assessment (COMPUTEX/ITA); 27 November-20 December 1995. Communications Department Received a "FULLY READY FOR SEA" evaluation from Commander Carrier Group One. During this dynamic and intense training and assessment evolution, superb communications support was provided to four embarked staffs (COMCARGRU ONE, COMCRUDESGRU THREE, COMCARAIRWING FOURTEEN, COMDESRON FIVE) and eleven squadrons.

f. Completed a highly successful COMNAVAIRPAC Combat Systems Readiness Review (CSRR); 23 October to 03 November 1995. CSSR team documented and reported only three minor discrepancies in the communications work centers inspected.

g. ISIC Communications Material System (CMS) Inspection; 23-24 August 1995. Received an overall SATISFACTORY grade. During the Commanding Officer's, ISIC inspector noted he was extremely pleased with account management, administration and user training.

6. Major communications related events and Command Control Communications Computers and Intelligence Systems upgrades and improvement recommendations.

a. Participated in ship checks and systems design meetings for accomplishing the upcoming installation of the Challenge Athena III (CA-III) commercial satellite communications system. A number of communications engineering change recommendations were made by CARL VINSON communicators which have been incorporated into CA-III system design.

b. Researched and developed detailed future fleet wide configuration and training requirements for Super High Frequency (SHF) and Extremely High Frequency (EHF) satellite C4I support systems for both Navy and Joint operational requirements. These recommendations have been favorably endorsed by COMNAVAIRPAC Staff and validated by the ISIC.

c. Developed a comprehensive plan recommending major changes to telephone systems providing Plain Old Telephone Service (POTS) to afloat subscribers. The plan, which has Navy wide application, was validated by COMNAVAIRPAC and forwarded via the chain of command for engineering design study and future application.

d. Have fully implemented paper-less message processing to all ship's company, embarked staff and embarked squadron message traffic subscribers onboard USS CARL VINSON. The system fully automates online processing of both classified and unclassified message traffic, inport and underway, allowing near-real time electronic delivery of information to individual users. In addition, subscribers are also capable of delivering originated unclassified messages via electronic means directly to the communications center for processing and transmission.

e. Coordinated communications support for Shipboard Electronic Systems Evaluation Facility (SESEF) for OE-82C Antenna Radiation Pattern, ULM4 and TACAN Certification testing.

f. Coordinated communications support for EMI/EMC survey of the SHF/EHF SATCOM systems for ELDYNE to conduct testing of:

- SHF/SLQ-32 Measurements
- HF IMI Assessment
- VHF/UHF EMI
- TOPSIDE EMI
- Final HF IMI Assessment

g. Coordinated ship checks and assisted in developing installation plan for the AN/SSQ-33(V), a Shipboard Automated Communications Control System (SACCS) to be installed in CY-97.

7. Provided communications support for the following short duration evolutions during CY-95.

a. Fast Cruise/Sea Trials (PALS/FLTDK Certification and CQs) 95FEB21-26.

b. Refresher CQs/FRS CQs 95APR10-14, 95APR18-26.

c. Family Day Cruise 95MAY12.

d. TCQ/CQ 95JUL10-21.

e. Fleet Week 1995 95OCT06/07.

8. Systems installation/final SOVTs during CY-95.

a. AN/WSC-6(V)4 SHF SATCOM

b. AN/USC-38(V)4 EHF SATCOM

c. OE-82 Antenna System Modification

d. MITEL SX-2000 Light (PABX)

e. NAVMACS V5 KG-84C Cutover

f. BGIXS KG-84A Cutover

g. Serial Link 11 and Satellite Link 11.

9. Community Service: Departmental personnel continued to be active in the Alameda and surrounding communities. Personnel were active in the following areas:

a. PTA President for G.P. Miller Elementary 20 Hrs Monthly.

b. Alameda Unified School District PTA Council 3 Hrs Monthly.

c. Instruct Perceptual Motor Skills at G.P. Miller Elementary 10 Hrs Monthly.

d. Active in Fund Raising activities at ST. Barnabas Elementary (Bingo MC and Scrip sales), teacher and field trip aide 12 Hrs Monthly.

e. Active in PTA (Fund Raising/school activities) at Chipman Middle School 5 Hrs Monthly.

f. Active in PTA (Fund Raising/School activities) at Woodstock Elementary 2 Hrs Monthly.

g. Berkeley/Oakland Support Services. Teaches Basic Computer Skills 4/5 days a Month.

h. San Leandro Abused/Homeless Shelter. Councils the homeless. 2 Hrs a Week.

10. Awards and CY-95 competitive grades follows:

a. Awarded THIRD consecutive Communications GREEN "E" by Commander Naval Air Forces Pacific.

b. Competitive Exercises: 29.79 possible 30 pts. (Averaged grade of all required COMPEXs = 99.43 percent)

c. CCC-27-SF: 19.64 possible 20 pts. (Conducted and Graded by COMCRUDESGRU THREE 7-10 September 1995 with an overall grade of 98.2 percent)

d. Monthly Readiness (M1): 20 of possible 20 pts.
(Determined by the SHIPs best 8 months of competition)

e. COMPTUEX/ITA: 20 of possible 20 pts.
(Evaluated by COMCARGRU ONE, 27 November to 20 December 1995).

f. 3-M Inspection: No 3M Inspection during CY-1995.

g. TYCOMs Evaluation: 5 of possible 5 pts.

TOTAL: 99.43 possible 100 pts

h. Fast reaction communications drills: Successfully passed three of three Beard Iron and two of two White Pinnacle communications drills.

11. Schools/Conferences attended by department personnel during CY-95:

a. 1995 COMNAVAIRPAC/COMNAVSURFPAC Communications and Information Systems Conference (5)

b. 1995 Armed Forces Communications and Electronic Association (AFCEA) Conference (1)

c. NAVMACS II Installation Conference (1)

d. 1995 CMS West Conference (2).

e. Joint Revised Battle Field Electronic Communications-Electronics Operation Instruction/Signal Operation Instruction (CEOI) System (RBECS)(1)

f. TQL Methods for Managing Quality (2)

g. TQL Teams Skills (6)

h. TQL Fundamentals (1)

I. TQL Strategic Approach to Process Improvement (1)

j. CMS Custodian (3)

k. NAVMACS V5 Data Base Manager (1)

l. NAVMACS V5 Operator (4) NEC 2350 awarded

m. Surface Communications (1) NEC 2321 awarded

n. EHF Training (1)

o. SHF Baseband Training (2)

p. Career Information and Training Course (CITC) (1)

q. Command Financial Management (1)

r. Repair Locker Leader (1)

s. Damage Control Petty Officer (DCPO) (5)

t. Advanced Fire Fighting (1)

u. NAVSEA CVN Class 68/76 RCOH Combat Systems Installations and Upgrades Conference.

DECK DEPARTMENT

The year 1995 was another rewarding and productive year which started with Deck Department being awarded the Departmental Award (White Crossed Anchors with Black D) during the COMNAVAIRPAC Battle Efficiency competition for 1995. During this years competitive cycle, Deck department excelled in all phases of the training cycle in preparation for WESTPAC 96. Starting with TSTA I/II, TSTA III/FEP and COMPTUEX 95 the Deck department has consistently demonstrated a high degree of professionalism which has been highlighted in all debriefs from assigned observers. During the past year the department has trained and maintained four fully qualified underway replenishment teams, in spite of a 30% departmental turnover in personnel. The departments professionalism, demonstrated seamanship, and flexibility to adapt to ever changing requirements has lead to numerous "BZ" messages from ATG, CCDG3 and CCG1, during major training evolutions leading up to deployment in 1996.

Deck Department highlights for 1995.

-Conducted 18 successful and highly professional underway replenishments, including rearming, reprovisioning, refueling, personnel highlining, and delivery of fuel to smaller combatants.

-Conducted seven anchorages, and 10 man over board drills where launching and recovery of the

motor whale boat was safely conducted during both day and night operations.

-Flawlessly executed 28 Sea and Anchor details involving mooring to or departure from a pier, in some of the most challenging weather conditions during day and night.

Between at sea periods, Deck Department played an integral part in maintaining the CARL VINSON as a show place of the Pacific Fleet. The ships quarterdeck, maintained by Second Division, has long been the standard by which other ships measure their appearance. The ceremonial quarter deck area in hangar bay two has seen numerous improvements over the past year, the most striking of which is the blue curtain back drop which was designed and installed by the Ships Bosun, CWO3 Looper. Additionally the ships Bosun was the prime mover behind the restoration and rehabilitation of the CARL VINSON Gallery which is adjacent to the quarter deck.

The CARL VINSON Gallery was completely retiled and a brass seal was imbedded in the deck complete with the ships name and a brass likeness of a the "GOLD EAGLE" with wings spread ready to strike. Other new improvements to the gallery included new wall paneling, new display cases, TV and VCR and pictures donated by the Carl VINSON museum in Milledgeville Georgia.

Mean while First Division lays claim to having the best looking forecastle of any ship in the Pacific Fleet. Both anchor chains are painted with high gloss black paint and present a rich well decorated appearance against the gloss white and "CARL VINSON" blue. There are mural paintings on every bulkhead depicting nautical themes, such as the crossing the line ceremony, and pictures with explanations of traditional navy terms such as "dog watch", and "the devil to pay".

Third Division maintains the Damage Control Equipment for the entire department and assists in the day to day PMS of designated equipment.

The following is a description of the underway activities during 1995.

The first underway period was Sea Trials 21-26 February in which the crew was exercised at all watch stations and general quarters. Deck department is responsible for manning repair two and unit lockers 12, 14, and 36. In addition Deck department conducted man overboard drills on two different occasions, both were very successful and started off 1995 in the right direction.

The next underway was Limited Team Trainer and FRS CQ 10-14 April and 17-26 April. Deck Department had two successful man overboard drills and anchored at San Diego Coronado Roads anchorage #172 during this underway.

The next underway was May 12, 1995 a day that will live in infamy. This was most certainly the largest crowd any ship had ever sponsored for a family day cruise, the major portion of the crowd was made of Navy Leaguers from all over the state of California, and the final count was approximately 9000 guests.

The Deck department arranged for six brows and two cranes all that NAS Alameda had available, which made the onload uneventful. However, high winds and rain made the evening return the roughest landing we experienced all year. The winds were out of the southwest gusting to 40 knots and it was a challenge for the pilot to keep the ship parallel to the pier in this high wind and rain. With about one foot to go before the ship rested safely on the breasting out camels a PWC worker said the ship needed to move back approximately 15 feet, which turned out to be a major error. The pilot attempted to hold the ship off the camels and move the ship aft with four commercial tugs, well the 40 knot wind was too much to over come and the forward camel contacted the ship and crushed 15 pier piling snapping half of those completely in two pieces.

After a few minutes of snapping pier timbers the PWC worker that "demanded" 15 more feet aft was satisfied and we put all lines over and finished the moor safely.
After this evolution the First Lieutenant arranged with Port Services to increase the number of breasting camels to four and to be centered on the utilities/services stations so we would never have to worry about 15 feet fore or aft again.

The next underway was for TSTA I/II on 05-16 June 1995.
Day one started off with a successful man overboard drill, followed by day two with a successful anchorage at Coronado Roads anchorage #172, day three began with an UNREP with USNS ANDREW J HIGGINS, and day five started with an UNREP with the USS VINCENNES along with one more man over board and another anchorage at #172, all evolutions were completed safety and the Deck Department was evaluated as being ready for TSTA III and FEP.

The next underway was for TRACOM CQ 10-16 July 1995. Deck department conducted day and night underway replenishments with the USNS DIEHL in which we onloaded approximately one million gallons of jet fuel during each evolution as well as conducting an anchorage at #172 Coronado Roads.

The next underway was for the transit to Pearl Harbor Hawaii on 21 August to 1 September 1995. The first couple of days were uneventful, day three we had an UNREP with the USS SHILOH and delivered station 15 for a dry hookup. On day nine we arrived in Pearl Harbor and quickly got the ships sides touched up and ready for the Presidential visit, once again the side cleaners made the CARL VINSON sparkle. Bosun Looper's professionalism was once again evident in the design and display of new wind screens for the CIWS/NSSM sponsons, which really made the ships name stand out and were given great praise by all who viewed the VINSON. After a quick two days inport we were underway for the parade of ships, as the CARL VINSON hovered off Waikiki Beach a commercial tug continued to push on our starboard side which left its mark and was quickly cleaned up by the side cleaners when we returned to port.
The transit back to San Francisco started on day one with an UNREP with the USS CAMDEN in which we took on our normal one million gallons of jet fuel. On day seven we off loaded the air wing in SOCAL conducted a man overboard and started our transit north arriving in Alameda on 13 September 1995.

The next underway was for the Ammo Onload 17-20 October 1995. The Deck Department

was instrumental in onloading 2000 tons of ammunition for the upcoming WestPac deployment. We used the CONREP stations in hangar bays two and three to load all materials in spite of the bad weather which delayed our start until 10:00 each day.

The next underway was for TSTA III/FEP which was 13-21 November 1995. Deck Department started off on day two with an anchorage at #172 Coronado Roads followed on day three with a UNREP with USNS DIEHL, and on day seven with a highly successful man overboard drill. Deck department was evaluated as having a highly effective seamanship training team and four fully qualified underway replenishment teams.

The next underway period was for COMPTUEX 96-1A which started 27 November and finished 20 December 1995. Deck department completed four underway replenishments starting with the delivery of station 15 to the USS SHILOH, then receiving fuel from the USNS Tippecanoe, the HMCS PROTECTEUR, and finally another anchorage at #172 Coronado Roads, followed by another UNREP with the USNS Tippecanoe. On the 15th of December Commander Carrier Wing 14 had his change of command on the foc'sle. Once again Bosun Looper put together and outstanding stage and nautical setting for the "CAG" change of command, with a custom built stage and bunting the foc'sle sparkled. The year ended with a quick and safe moor to pier three at NAS Alameda on the 20th of December and all hands enjoyed some well deserved liberty.

DENTAL DEPARTMENT

In 1995 we made great strides in the Dental Department. Besides achieving our primary duties of providing excellent and timely dentistry, we participated in many ship activities. We supplied a side boy for President Clinton's visit along with ushers and escorts for the Distinguished Visitors aboard. In addition, we staffed a booth at the CARL VINSON Change of Homeport/ Predeployment Fair and disseminated information about the Family Members Dental Plan. Dental personnel participated in the community by acting as role models at Hanna Boy's Home and tutoring at local elementary schools. One officer volunteered to be Point of contact for the Combined Federal Campaign for the ship which collected more than ever before.
PERSONNEL. Most of the year the department was undermanned with only 80% of the 13 billets filled. Our lack of Dental Laboratory Technician support caused less prosthodontic work to be completed. The shortfall in manning was not taken up by strikers although recruiting continued. The following awards, honors, and achievements were received by dental personnel:

One officer received the Navy Commendation Medal.
One officer received the Navy Achievement Medal.
One enlisted received the Navy Achievement Medal.
All personnel received the Meritorious Unit Commendation.
One officer received Surface Warfare Medical Dental Officer pin.
One enlisted gained acceptance to Repair "C" School.
One enlisted rated through Command Advancement Program for exceptional performance.
One enlisted rated through advancement exam.
Four Sailor of the Quarter nominees.

Numerous LOC's and LOA's were received by Dental Department personnel.

PRODUCTIVITY. During the year we provided 44,422 dental procedures mostly to ships company. The department personnel took advantage of the inport time to attend many training programs. All officers in the department participated in and received certification for Advanced Cardiac Life Support. Reservists from two Navy and one Army reserve unit conducted training in the dental department.

OPERATIONAL DENTAL READINESS. Even with the under strength manning, dental readiness remained at 93-95%. In April the dental department passed the Dental Readiness Exam with the highest grade possible. Our patient surveys continue to show a high degree of satisfaction with many comments saying our service is "best in the Navy." The sometimes long waits for sickcall and physicals that were experienced at the beginning of the year decreased through the use of TQL as the year progressed.

MATERIAL/FACILITIES. The constant problem of finding space for storage continued as other areas of the clinic improved. Our computer system continued to improve with three terminals connected to the ship's network. New suction and air dehydrating units were installed as well as improvements to our waiting area such as a new television. The front desk was reorganized to open up space and make the area more "user friendly."

ENGINEERING DEPARTMENT

1995 was another busy and eventful year for Engineering Department. With the ship midway through an SRA as the year began, the majority of Engineering manpower was dedicated to completing equipment reinstallation and testing until the SRA completed in February.

In March, the emphasis shifted to training, both inport and underway, with assist visits from CEMAT and EQOL teams, SQIP training for shop personnel, and Afloat Training Group visits during TSTA I, II, and III, and FEP.

Throughout the year, Engineering provided uninterrupted electrical, interior communications, air conditioning, firemain, potable water, steam, and sewage services to the entire ship and airwing. The department supported other departments during critical inspections and evolutions, including Reactor Department during ORSE, Operations Department during CSRR, and Weapons Department during Shipboard Explosive Safety Inspection (SESI).

The primary focus of Engineering Department remained customer service in providing reliable equipment and utilities and improving quality of life. Specific accomplishments of the five primary divisions include:

Auxiliaries Division

- Overhauled and set lifting pressure on 18 catapult steam and feed water relief valves. Strict adherence to PMS standards on this system pointed out a potential safety and reliability issue with some of the valves on both CARL VINSON and other ships of the class. The problem was corrected in a timely manner on each ship as a direct result of determination of work center personnel to do the job right.

- Completed installation of shipalt to replace existing Barton remote water level indicator and alarm system with GEMS Sure Sight remote water level indicator and alarm system, greatly increasing the reliability of the ship's catapult systems.

- Completed conveyor shipalts which upgraded the electrical safety of conveyors 1-5 and 9-15.

- Overhauled the ship's O2N2 plants resulting in a more efficient and safe working environment. The reliability of each plant was dramatically increased and contamination of end products was virtually eliminated, allowing the ship to routinely maintain 100% capacity of both oxygen and nitrogen, thereby reducing required run time of these units.

- Assisted an Alteration Installation Team with completion of modifications to the ship's 39 hot water heaters, eliminating a scalding hazard, producing on demand hot water, and reducing warm up time and hence saving potable water. This alt was originally designed and submitted for approval by CARL VINSON personnel.

- As a result of a TQL study, permanently transferred the Galley Maintenance work center from Engineering to Supply Department to bring the equipment maintainers closer to and under the direct control of the operators of this critical quality of life equipment. This has led to improved communications and priority setting as well as closer coordination in the conduct of planned and emergent maintenance and to a marked increase of the overall availability of these systems.

Electrical Division

- Rebuilt 37 motors, including rewind, bearing replacement, shaft truing, and balancing. This was a record high number for CARL VINSON rewind shop and included no rework, an indicator of the high quality produced in the rewind shop.

- Overhauled two of the six 400 Hz motor generators, a job routinely assigned to depot level facilities, greatly increasing the efficiency and reliability of each.

- Assisted with the replacement of the Dimension 2000 phone system with the DEFINITY 75 phone system. This provided a major increase in the reliability and capability of shipboard internal and external communications. Installation, programming, and subsequent assignment of stations throughout the ship, as well as system operation, required tremendous participation, training, and skills of the Interior Communications work center.

- With only technical assistance, replaced the ship's steam whistles with a more efficient and reliable electric whistle system as a TYCOM approved reliability improvement.

- Maintained the largest of the ship's electrical tool issue rooms, supporting all departments' requirements for loan of electrical tools and managed the ship's electrical safety program.

Damage Control Division

- Exhibited outstanding performance of the damage control teams during Tailored Ship's Training Availabilities (TSTA) Phases I, II, and III and Final Evaluation Period (FEP). The Total Ship Survivability Exercise, the final battle problem, was particularly praised by the Afloat Training Group as being highly effective and indicative of a successful program.

- Developed a well organized and trained Damage Control Training Team (DCTT). Specifically pointed out as one of the ship's strong points, DCTT was praised for its excellent integration with the other ship's training teams.

- Exercised a highly skilled and responsive at sea fire party. The Gold Eagle Flying Squad's performance during ORSE and TSTA/FEP contributed significantly to the success of these critical evolutions and was indicative of the high degree of training and readiness to combat any real casualty.

- Operated Fire Watch Division under the direction of the ship's Fire Marshall. Numbering 150 during the SRA and re-established at a level of 50 personnel for eight smaller industrial upkeep periods, this division, made up from all the ship's departments, provided responsive support to a myriad of private contractors, Naval shipyard personnel, and Alteration Installation Teams in completing hundreds of critical repairs and installations with virtually no instances of Delay and Disruption claims, saving scarce maintenance resources and ensuring safe and timely completion of required work.

- Outfitted a dedicated damage control training facility. The Damage Control Classroom was outfitted with actual fire stations, DC fittings, and numerous items of firefighting equipment used daily to conduct training for Repair Locker Parties, Inport Emergency teams, Divisional Damage Control Petty Officers, and DCTT, as well as tailored DC training for ship's divisions and Carrier Airwing 14 personnel.

- Conducted the fifth annual DC Olympics, a competition among ship's divisions in damage control practices including pipe patching, fire hose handling, shoring, dewatering, and numerous other events to combine damage control emphasis with fun.

- Held several "DC Day" damage control training stand downs featuring live training with OBAs and firefighting equipment to raise crew awareness and help crewmembers complete Damage Control PQS.

- Refurbished and restowed all ten repair lockers and 25 unit lockers, ensuring accurate inventories and up to date equipment. The division made significant progress in equipping the lockers with the most modern equipment including RAM fans, PHARS, MCU 2-P audio projection sets, and smoke generators to enhance both training and actual firefighting capability.

- Implemented a complete revision to Basic and Advanced Damage Control PQS. CARL VINSON's DC organization developed and published an interim qualification standard to bridge the gap between old and new PQS, allowing the ship to reach the COMNAVAIRPAC goal of complete requalification by 1 OCT 95. The interim qualification standard was praised by CNAP

DC personnel and ATG and was forwarded for use by other units.

- By completing all COMPEX and READIEX requirements and performing with excellence during FEP, earned award of the annual Damage Control "RED DC" award.

Maintenance Division

- Successfully completed an extensive SRA from 17 OCT 94 to 17 FEB 95. During this period, 546 contractor jobs, 283 IMA jobs, and in excess of 630 ship's force jobs were accomplished. The ship's Maintenance Office personnel built, nurtured, and maintained a close working relationship with contractors, subcontractors, SUPSHIP, and CNAP personnel that resulted in what was described by all involved as one of the most trouble free and productive availability periods in recent history. The result was 98% of all contractor jobs completed on time and 95% of all jobs completed correctly with no rework.

- Following SRA and supporting the maintenance philosophy of accomplishing maintenance in shorter, more frequent, less disruptive maintenance periods, planned and executed six major upkeep availabilities during significant inport periods. Over 980 contractor and IMA jobs were scheduled and accomplished. Superior planning and coordination techniques ensured all jobs were completed within schedule, often prior to critical underway operations.

- Managed and provided oversight for three additional divisions, Repair, Quality Assurance, and Maintenance Support Center.

Repair

- Remodeled Ship's Secretary/Captain's Admin Office in support of a major reorganization within the ship's Admin Department to provide better customer service to the crew.

- Undertook numerous self help habitability projects in berthing compartments and ship's heads, dramatically increasing quality of life through the installation of partitions, privacy bulkheads, and a myriad of improvements in habitability areas.

- Replaced/repaired 22 salt water reducing stations providing flushing water, restoring out of commission sanitary facilities to service.

- Provided structural and welding support for the installation of two electric ship's whistles on the 010 level by ship's force.

- Manufactured numerous components for rotating machinery. including pump shafts, wearing rings, and valve stems, greatly enhancing the operational readiness of equipment and decreasing the need for depot level repairs.

- Provided welding and brazing services across a wide variety of materials and qualifications,

maintaining welder qualifications normally found only at the depot level.

Quality Assurance

- Implemented a brazer qualification program resulting in a 500% increase in qualified shipboard brazers.

- Introduced onboard the Lok-Ring mechanical attached fitting system. Provided over 150 hours of installation training and qualification to over 25 personnel, including crossdeck training to other afloat units in the Alameda area.

- Developed an aggressive and intensive shipboard QA training program to meet the expanding criteria of the new QA manual, conducting over 40 hours of training per week. Qualified over 400 QA Craftsmen, 45 QA Inspectors, 4 Controlled Material POs, and 2 Supply CMPOs. Trained over 250 Division Officers, LCPOs, and LPOs in QA Supervisor requirements.

- Initiated the "QA Officer's Pipeline" newsletter as a formal means of providing current information on QA concerns while ensuring consistent interpretation of the QA manual.

- Researched, generated, and tracked over 250 Level A and Level 1 material Controlled Work Packages, thereby ensuring that all technical specifications were met.

- Coordinated and provided technical guidance and steam plant cleanliness inspections for an extensive shipboard class B overhaul of the steam catapult system.

- Increased shipboard hydrostatic test capabilities by 300%.

- Executed a rigorous in-house inspection audit program to eliminate unsafe and/or untested industrial equipment.

Maintenance Support Center (MSC)

- Served as the ship's central location for the collection and dissemination of technical and COSAL information, manned by a cross section of shipboard rated personnel.

- Generated in excess of 480 Problem Worksheets.

- Assisted over 8800 customers, providing drawings, tech manuals, stock numbers, APLs, and other technical information.

- Processed over 4000 Configuration Changes (CKs) documenting modifications to ship's installed equipment.

Maintenance and Material Management (3M)

- Managed the shipwide 3M program effectively, resulting in an average Recorded Accomplishment Rate (RAR) of 98%.

- Managed an extremely aggressive spot check program both internal to each department and by the 3METT to increase the Confidence Factor that the PMS is being done and done correctly.

- Hosted an informal assist visit in November by the CNAP 3M team that confirmed that the ship's program was effective.

- Maintained the ship's CSMP as a correct, current, and dynamic reflection of required maintenance. As part of preliminary planning for the FY97 PIA, reviewed the ship's CSMP with availability planning agents, allowing the planning agents to cancel as unnecessary an individual work center "CSMP review and purge" as a result of the correctness and completeness of the document, thereby saving numerous mandays of effort.

LEGAL DEPARTMENT

The Legal Department's primary mission in 1995 was threefold: (1) to maintain good order and discipline, (2) to provide legal services to the command, the crew, and the embarked airwing, and (3) operation of 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 administrative separation processing; provided legal assistance to the crew and embarked airwing over a wide range of issues; directed Line of Duty and JAG Manual Investigations; handled Congressional Inquiry responses and Freedom of Information/Privacy Act requests; provided Standards of Conduct Training and advice on acceptance of gifts; facilitated creditor-debtor actions; tracked civilian criminal actions; responded to claims of spousal and family non-support; and conducted legal training to the command and airwing on many legal topics. The division processed over 657 nonjudicial punishment report chits, 26 summary courts-martial, 16 special courts-martial, 1 general court-martial, 9 Article 32 Pretrial Investigations, 5 administrative separation under Other Than Honorable Conditions in lieu of court-martial, 112 administrative discharges, 14 administrative discharge boards, 1,407 notaries, 876 powers of attorney, 146 legal assistance cases, and 4 Manual of the Judge Advocate General Investigations.

L-2 Division provided internal ship physical security, including brow searches and military working dog inspections; provided security for special evolutions and command functions; conducted ship-wide security drills with the cooperation of the Weapons Department and the embarked Marine Detachment; managed restricted and extra duty personnel; responded to potential; disciplinary incidents, conducting investigations and preparing Incident Complaint Reports; liaisoned with the NCIS Resident Agent Afloat and both local and foreign law enforcement authorities; administered the command urinalysis program; registered personal property belonging to crew members; welcomed and processed ship visitors; and administered the command Crime Prevention Program; provided departmental training, including the

shipboard Security Academy developed to train the constantly changing TAD security personnel. L-2 Division processed 917 Incident Complaint Reports -- involving in part 91 assaults, 172 larcenies, 97 unauthorized absences, 86 drug-related cases, and 33 drunk driving incidents -- and conducted further detailed investigations on 92 of these reports. L-2 Division also processed 1,101 lock cuts for crew members and registered 1,354 items of their personal property. It issued passes to over 14,076 ship visitors. L-2 Division processed and managed 313 restricted personnel, collected and processed 7,280 urinalysis samples, with 98 positive results being reported back by the San Diego Naval Drug Lab. It also conducted 11 Police Academies of 64 hours each and provided over 9,000 man-hours of additional security and general military training.

L-3 Division safely operated the ship's Brig in accordance with current instructions. It provided prisoner escorts to and from courts-martials, prisoner appointments, and other brigs; coordinated confinement in-processing of 16 courts-martial prisoners, and 14 bread-and-water prisoners. The ship's Brig did process or hold a single pretrial detainee for the year.

MARINE DETACHMENT

This year was once again a fast paced, high operational tempo for the Marine Detachment. The Marines took full advantage of the inport periods to conduct off-ship training while maintaining and executing its primary mission of physical security for the ship. In addition to the regular physical security training, the Detachment has focused in three areas:

(1) Live-fire. The Marines conducted frequent small arms live-fire training exercises to enhance their weapons proficiency, firing over 46,000 rounds of 9mm ammunition alone.

(2) Shipboard Engagement Tactics. The Marines trained not only on board CARL VINSON with the ship's other security forces, but also at the reserve fleet located at Suison Bay as well as Visit, Board, Search and Seizure (VBSS) exercises on battle group escorts.

(3) Heliborne Operations. The Marines began to work with the new helicopter squadron, HS-4, in the areas of fastrope insertion, VBSS, Combat Search and Rescue (CSAR), and airborne designated marksman (ADM).

The Marine Detachment further enhanced training by conducting three separate trips to Camp Pendleton to take advantage of facilities and assets not available in the Bay area. Specifically crew-served weapons training, live-fire close quarters battle (CQB) training, hand grenade ranges, and extensive heliborne operations with HS-4 flying up from NAS North Island. On one of these trips the Marines also trained in the "helo dunker" at NAS Miramar.

The Marines continued to participate in shipboard operations by manning gun mounts and performing as stretcher bearers. They also continued to perform additional short term emergency operations, by conducting a Noncombatant Evacuation Operation (NEO) and two VBSS exercises during the COMPTUEX.

Ceremonial functions continued with numerous sunset parades, countless color details, as well as firing parties for funerals. The year's highlight was the End of World War II Commemoration in Pearl Harbor with an honor guard for the President of the United States and a sunset parade attended by the Commandant of the Marine Corps.

MEDICAL DEPARTMENT

The Medical Department was extremely busy in 1995, beginning the year with work-ups following SRA in February and preparing for the Western Pacific/Arabian Gulf Cruise of 1996.

While training was conducted throughout the year, the Medical Department evaluated 53636 outpatient visits;

Prescriptions filled.....14498
Immunizations.....7712
Laboratory tests.....26699
X-rays.....1869
Electrocardiograms (ECG)....352
Hearing Tests.....1741
Physical Examinations.....2423
Surgeries.....258

Within the first six months the departmental khakis were hit with a major turnover. These new accessions included the Senior Medical Officer, Ship's Surgeon, General Medical Officer, Ship's Nurse, Physician Assistant, and Preventive Medicine LCPO!

The Medical Department performed extremely well during all training evolutions/inspections and received high departmental scores for the Tailored Ship's Training Availability (TSTA) phases I, II, III, and the Final Evaluation Period (FEP) making our department eligible for the coveted **Blue "M"** for medical excellence for the third consecutive year. In August we were asked to participate as the **"center stage"** for the 50th Anniversary of VJ Day and Presidential visit in Pearl Harbor Hawaii. Medical support was a challenge during this week with the thousands of veterans, dignitaries and visitors. On our return from Pearl Harbor, we began our Operational Reactor Safeguards Examination. The Radiation Health Program was one of the few areas on board the ship that scored **"well above average."**

One of the most significant events of the year would include **Challenge Athena** a communication package which will be installed beginning 3 Jan 1996. This communication system will enable the medical department to engage in medical tele-conferencing, a breakthrough in medical collaboration from anywhere in the world via satellite. This process has saved thousands of dollars in medical evacuations on the USS George Washington and we hope to achieve even more savings with the added accessory of "video conferencing."

"Women at Sea," will be our next issue to prepare for as we study cruise reports from other

ships with women crews, review our female Authorized Medical Allowance List (AMAL), and discuss unique medical requirements for female sailors in an operational environment.

OPERATIONS DEPARTMENT

Completed SRA 95, Sea Trials, TSTA's I-IV, FRS CQ, CVW CQ, Training Command CQ, FEP, COMPTUEX and ITA.

Certified the Precision Approach Landing System, SNAIAS, MicroMiniature Repair Facility and the NATO SeaSparrow Missile System, and conducted highly successful BGSIT and CSRR testing.

Installed and certified personnel on numerous equipment upgrades/installations including: USQ-125 Data Terminal Set, LMS-11 Link Monitor System, SPN-46 Automated Carrier Landing System, the Tomahawk Afloat Planning System, Digital Darkroom, Tactical Environmental Support System, SABER Communications System Analyzer R-2670, WSC-6(V)4 SHF, USC-38(V)2 EHF, MITEL SX-2000 Digital Phone Switch, UQX-5(V)9 Fast Time Analyzer, Digital Satellite Television

Conducted 2767 aircraft approaches without incident.

Conducted a FRS CQ, CNATRA Training CQ, and several CVW-14 CQ periods comprising 11,016 landing, 9792 traps, and 178 initial pilot qualifications.

Provided environmental support to the CARL VINSON TASK GROUP, CVW-14, and numerous embarked staffs during several major exercises.

Performed preventative and corrective maintenance on over 4,550 pieces of electronic equipment, maintaining all systems at 99 percent operability throughout an aggressive work-up cycle. Over one thousand equipment casualties were encountered and corrected during this period.

SAFETY DEPARTMENT

With 96 days at sea, 6,450 flight hours and over 7,877 arrested landings (33% at night) it is likely no other Pacific Fleet CV has safely compressed as much training, visibility and available deck time into CY-95 as the USS CARL VINSON. During the Battle Group workup phase for a six month deployment, enormous personnel turnover demanded a "start from scratch" safety and training approach from the first February at sea period straight through the complex, "heavy weather" COMPUTEX/ITA battle phase. During this period CARL VINSON flew 3,579 sorties,

expended over 9,093 pieces of ordnance (rounds, bombs, and missiles), and executed 1,569 aircraft moves without a major mishap.

Breaking new ground in Naval Aviation Safety, CARL VINSON safely conducted the first ever launch and recovery of aircraft inside San Francisco Bay and deck launched World War II vintage fighters and bombers as part of Fleet Week '95 and the commemoration of the 50th Anniversary since the end of World War II.

Throughout, our total commitment to safety permeated every evolution. Active participation by all levels of the chain of command, analysis of incident trends and continuous communication resulted in the completion of a sixth consecutive year without an embarked fatality.

SUPPLY DEPARTMENT

Stock Control Division (S-1)

Completed another year of outstanding performance in support of the command's mission. The success attained by the division is attributed to excellent financial management, sound inventory control, and commitment to provide customer satisfaction and achieve maximum readiness.

The Stock Control Division handled an annual operating budget of $40 million ensuring that all financial obligations and expenditures were properly accounted for. Despite inflation and numerous price changes, expenditures were consistently kept within the Type Commander's budget limitation.

The division was also responsible for stock record maintenance of over 110,000 line items valued at approximately $210 million. Management/price data for each line item was regularly updated to reflect current and accurate valuation of inventory, receipts, and expenditures. A total of 59,000 requisitions valued at $74,000 million were processed and released to ensure ready availability of material upon customer demand. High-priority and critical requirements were closely and continually monitored to ensure expeditious receipt of materials. The command has regularly attained a monthly net effectiveness rate of 93% representing a high percentage of satisfying customer requirements. As such, the command has consistently met more than 80% of the monthly performance goals set by COMNAVAIRPAC.

The result of the recent Afloat Supply Management Assessment (ASMAT) conducted by CNAP inspectors elicited praises, attesting to the strength of the division in the performance of its functions. The inspectors wrote excellent remarks for both the Stock Control and Financial sections and commented on the teamwork, experience, and dedication of all Stock Control personnel.

In preparation for the upcoming WestPac deployment, we loaded new aircraft, shipboard, and reactor material allowances into the Shipboard Uniform Automated Data System (SUADPS).

This resulted to some major changes in our shipboard authorized allowances creating 20,000 line items of excess materials valued at about $25 million. Off-load project for these materials is in progress. Conversely, 26,000 new line items worth about $30,000 million were added to our shipboard inventory.

Stock Control Division continues to perform superbly with the ultimate goal of providing quality support and service to the ship, embarked Airwing, and the entire Battle Group.

Customer Service Section of S-1 Division

Servmart	450 requisitions
Hotlist	300 requisitions
CASREPS	100 requisitions

During our port visit to Pearl Harbor, HI in support of the World War II Commemoration Celebration, Customer Service processed more than three hundred requisitions totaling more than two hundred thousand dollars.

One of the highlights of the year was the CNAP ASMAT where Customer Service received a grade of outstanding in SERVMART and Material Obligation Validation (MOV) procedures.

The greatest challenge for Customer Service was support of the Change of Homeport/ Predeployment Fair, and establishment of the Ombudsman Center, which informs family members and crew of the resources available for communication while deployed. Customer Service processed more than fifteen contracts totaling thirty requisitions valued at more than sixty thousand dollars in a two-month period getting the Ombudsman Center operating and conducting the Change of Homeport/Predeployment Fair to support the morale and welfare of crew members and their families.

Throughout the year we submitted into the supply system 100 CASREP requisitions of which only 11 remain outstanding. Not carried items accounted for 78% of these requisitions while only 22% resulted from the item not being in stock. The HOT LIST expediter maintained constant monitoring of over 300 priority requisitions which averaged 16 days to receipt.

The Food Service Division (S-2)

Had an extremely successful year. It was a period of change, positioning for the future and improved service. A major renovation of the galley, mess decks and storeroom spaces was begun. Operationally it was a challenging year that included numerous special events and ceremonial activities.

An extensive overhaul of all food service spaces was accomplished. In the aft galley and bakeshop modern equipment including electronic ovens, infrared heating coils above the serving lines, dough mixer, donut maker and new deck tiling were installed. The aft mess

decks underwent a comprehensive refurbishment of the salad bar and beverage area with the installation of soda fountains, simulated bubbler drink dispensers, microwave ovens, hot food wells and dessert refrigerators. The serving lines and salad bar area received new quarry tile. The Ice Cream room was upgraded with the installation of hot food wells and a hotdog machine. The forward beverage line received attention with the installation of soda fountains, CO2 operated beverage dispensers and simulated bubblers. Quarry tile was also installed along the serving lines. The result has been a streamlined aesthetically pleasing operation. Scullery operations were upgraded, receiving a new paint job and quarry tile. Storeroom preservation commenced with painting of the spaces and installation of tile on several of the landings.

The Food Service Division was intimately involved with several unique functions. We served over 9,000 military and civilian guests on the Hangar Bay in support of the extremely successful Dependents Day Cruise. In August and September we hosted several events in support of WWII Commemoration Ceremonies held in Pearl Harbor, Hawaii. We entertained the President of the United States, the First Lady, Secretary of Defense, Secretary of the Navy, Chief of Naval Operations, and numerous other senior civilian and military officials. Events included a Hangar Bay luncheon and a Dinner Dance, both of which were flawlessly executed. These ceremonies greatly reflected the teamwork, spirit and pride of the personnel in the Food Service Division and greatly enhanced the reputation of CARL VINSON.

Education of our Mess Management Specialists was also a priority. Through improved onboard training programs coupled with culinary arts training provided off ship by the Executive Chef of the Oakland Hilton Hotel, we significantly improved the capabilities of our personnel. The end of the year finds us greatly improved and poised to make the few final adjustments needed to capture the coveted Ney Award.

Sales and Services Division (S-3)

Whose standing philosophy is "to strive for excellence and attention to detail in everything we do", continued to be successful throughout the year. Following a highly successful deployment we again entered into competition for the Navy Exchange Command's Best Sales and Services Award. CARL VINSON was again awarded this highly coveted award, making it the fourth consecutive time we have done so, an accomplishment no other fleet command has ever achieved. The award was presented by RADM Moore, Chief of the Supply Corps, at a ceremony in Coronado, California.

The division continued to excel at making stock turn, achieving a turn of 5.22 for FY 95. Our efforts generated $415,000 in profits for the shipboard Morale Welfare and Recreation Fund.

In our continuing efforts to provide improved service to the crew, a $40,000 renovation of the Barbershops was accomplished, and the retail outlets were refurbished by the addition of new shelving, wall paneling and neon signs. Continuing the tradition of excellence, we successfully completed the ASMAT and are again strong contenders for yet another Best Sales and Services Award.

The Disbursing Division (S-4)

Has had another extremely successful year. Whether conducting payday, processing travel claims or simply interfacing with the customers performance and satisfaction both remain high. Statistically speaking it was also a productive year. The Joint Military Uniform Pay System (JUMPS) error rate averaged .8%, which was over a 50% reduction from the previous year and again well below the goal of 3%. Out of Balance Accounts were also kept to a minimum with only 12 discrepancies noted out of 3,000 records, a remarkable achievement. The proven excellence of the division was further acknowledged by the successful accomplishment of the Afloat Supply Management Assessment in which a grade of outstanding was received. Our performance over the year was recognized by the receipt of runner up for the COMNAVAIRPAC Disbursing Excellence Award for the second consecutive year. The Disbursing team stands ready to support CARL VINSON throughout they year and the upcoming deployment.

The Wardroom Division (S-5)

Continues to improve upon the quality of life for the officers aboard CARL VINSON. With an upcoming deployment to the Western Pacific many improvements have been made to ensure that the highest of standards are in place. Wardrooms I and II were completely refurbished, adding new decking, bulkhead paneling, seating, tables and serving lines which significantly improved both the atmosphere and capabilities of the mess. Wardroom III, while not undergoing as extensive an overhaul, saw the addition of new entrance doors, brass paneling and decking in the scullery area. Additionally, all officer messes had cappuccino machines installed which have proven to be immensely popular and have enhanced the ambiance of wardroom spaces. This year saw an expansion of the training offered to our Mess Management Specialists. Improved onboard training programs were further supplemented by culinary arts training provided by the Executive Chef of the Oakland Hilton Hotel. Weekly onboard training sessions, coupled with TAD visits to the hotel kitchen, were extremely beneficial in the education of our personnel and were directly responsible for improvements in wardroom presentation and service.

The highlight of the past year's activities saw CARL VINSON as the host ship for the World War II Commemoration Ceremonies which were held in Pearl Harbor, Hawaii. The wardroom hosted the President of the United States, along with the First Lady, for a luncheon honoring veterans from the war. This event was extremely successful and garnered numerous accolades. Additionally, the division was involved in the support of a hangar bay luncheon and dinner dance for numerous veterans, senior military and civilian guests. Wardroom personnel were also active in the support of the Family Day Cruise which saw the ship visited by over 9,000 guests. Entertainment and meals were provided in each wardroom and the hangar bay.

The culminating success of the year was the announcement that CARL VINSON was runner-up for the Dorrie P. Miller award which recognizes excellence in wardroom service. The start of the new year finds the division ready to improve on build on past successes and to support the upcoming deployment.

AVIATION SUPPORT DIVISION (S-6)

The Aviation Support Division (S-6) has continued its outstanding reputation by providing optimum supply support to Carrier Air Wing FOURTEEN and the Aircraft Intermediate Maintenance Department. CARL VINSON's Aviation Support Division has achieved a repairable carcass bill of zero dollars, an accomplishment no other Pacific carrier has achieved,

and a Gross Inventory Adjustment five times lower than any other Pacific Carrier. This strong performance is directly attributed to the superior working relationship among all Aviation Support Division personnel.

The year started out with an extensive validation of the repairables inventory to prepare for the Aviation Consolidated Allowance List (AVCAL) Quality Review Conference. During this process, divisional personnel screened all previous Carrier Air Wing FOURTEEN supply demand data in order to produce a list of Requested Allowance Changes (RAC) for the newly developed allowance list. In June, the AVCAL Quality Review Conference was conducted and the dedicated work of S-6 personnel had once again paid off directly resulting in the retention of numerous critical assets and approval of the RAC's for more than 1,200 line items.

As the AVCAL Quality Review Conference was in progress, a team of inspectors from COMNAVAIRPAC conducted a surprise Aviation Support inspection onboard CARL VINSON. S-6 division successfully met the challenge with 100 percent validity for an inventory valued at more than $240 million, earning the title given by the inspectors as the "best in the fleet.

During exercise Ke Koa 95 and the World War II Commemoration Activities in Pearl Harbor HI, the division provided absolute superb support to both CARL VINSON and Carrier Air Wing FOURTEEN. Through it's assistance in numerous Commemoration evolutions and premier Air Wing supply support, the Aviation Support Division directly contributed to the tremendous success of all evolutions conducted, including President Clinton's visit. During the work-up cycle, S-6 division provided the best possible aviation support to Carrier Air Wing FOURTEEN and the Aircraft Intermediate Maintenance Department. The rotatable Pool Unit alone issued more than 450 NMCS/PMCS requirements registering a highly commendable 100% effectiveness throughout all work-up cycles. The COMNAVAIRPAC inspection team was once again onboard in late November to conduct the Afloat Supply Management Assessment and as usual the Aviation Support Division demonstrated it's excellence as evidenced by the inspectors comments: "S-6 Division is fully capable of providing optimum aviation supply support to AIMD and the tenant squadrons" and is truly "ready for sea."

Rising to the occasion as the "VERTREP" division, S-6 personnel again displayed their expertise by receiving more than 97 pallets of provisions and material from the USNS Tippacanoe by vertical replenishment in less than 3 hours. This evolution was conducted professionally and safely as always yielding a score of 100 by the COMCARGRU ONE Staff.

The division LPO and Component Control Section, AK1 Medina, was selected as the CARL VINSON Sailor of the Year for 1995. This personal achievement set superior standards for others to follow and has directly resulted in the division's 100 percent retention rate and having six personnel re- enlist for a combined total of 18 years. The unsurpassed dedication and commitment to duty demonstrated by all S-6 Division personnel along with the spirit of teamwork and cooperation has enabled the division to achieve and maintain the absolute highest

standards of readiness, retention, and morale. The Aviation Support Division is ready to excel and eager to meet the challenges and opportunities of 1996.

Automated Data Processing (S-7)

The Automated Data processing Division (S-7) continued its successful operations throughout the year. It still continues to have one of the lowest percentages of downtime of any carrier on the West Coast. Specifically, the availability of S-7 computer services in the areas of SUADPS, NALCOMIS and OMMS were online for users nearly 96% of the time. SNAP processing totaled 4963 SUADPS/OMMS batch jobs. NALCOMIS processing included 184 Database Alignment Programs and 33,640 VIDS/MAFS totaling 91,950 records. MICRO COMPUTER ASSISTANCE AND SECURITY TEAM (MAST) responded to 1182 trouble calls (hardware and software) providing 3,168 manhours of microcomputer support and discovered and eradicated 136 computer viruses.

The following are improvements ADP accomplished in support of crew productivity, efficiency, and morale support:

- Developed an automated Training Program that is being evaluated for fleet use.
- Significantly contributed to realizing a "paperless Navy" by programming an automated POD potentially saving the ship thousands of dollars in paper costs as well as the untold manhours involved in printing them.
- Played a vital part in the implementation of the new security barcoding system that will be installed on all quarterdecks. S-7 will provide training to all hands ensuring a smooth system implementation.
- Programmed a Controlled Equipage Database Tracking System.
- Designed and programmed the Official USS CARL VINSON Ombudsman Center Homepage on the World Wide Web providing CARL VINSON family members throughout the world with Ombudsman support 24 hours a day.

S-7 has continued training CARL VINSON crewmembers in ADP awareness and continues to support supply, maintenance, security, and personnel programs throughout the ship.

The Material Division (S-8)

Began the year with the loss of 225 square feet of precious bulk storage space following the completion of a major refrigeration plant SHIPALT. Over 300 pallets of material were off loaded and back loaded from Battlemart, Storeroom 21 and Storeroom 22. A major fire occurred in storeroom 99 resulting in the loss of approximately $300K in material. Following the complete rehab, the storeroom was turned over to the newly established 3M/DC Supply Division.

In support of the Word Ward II Commemoration/Presidential visit, the division provided material handling support ensuring the timely onload and offload of over 700 pallets of material

and retrograde.

In preparation to receive new AVCAL/COSAL material, Integrated Supply Support Operations Team personnel assisted ships force in offloading over $16 million dollars of material no longer required by the ship.

A tiger team completed a thorough material inspection of all storerooms correcting several hundred material deficiencies.

The division supported an efficient UNREP/VERTREP of over 150 pallets of general stores and provisions.

The balance of the year saw the division complete 2 major wall to wall inventories, and the successful location audit of over 15,000 line items while onloading/receiving over 1,000 pallets of material.

Material Division HAZMAT Sections (S-8)

Growth and development continued with additional manning and experience. Standard Operating Procedures have been developed and standardized training for TAD personnel was accomplished. The ships manning bill was revised to provide 16 TAD personnel in support of the program.

In April HAZMAT took over the operation of the ships paint locker from Deck Department.

A HAZMAT brief was added to the shipboard Familiarization and Indoctrination Program to ensure that newly reported personnel are aware of the command's commitment to environmental protection. In August USS CARL VINSON was selected by Naval Surface Warfare Center as the test platform for 47 pollution prevention initiatives.

During September, a high capacity drum compactor was installed reducing the space requirements for staging empty containers by a third. The compactor will be utilized for crushing metal containers and food contaminated plastic. In October the HAZMAT program was relocated to the Hangar Bay #2 to allow for a complete resurfacing of the mezzanine and aft Hangar Bay #3 area. During this time a new MRC Hazardous Materials Reutilization Van was incorporated into our program, providing expanded shelf space and improved safety.

The highlight of our year was being selected as the CINCPAC nominee for the SECNAV Environmental Award for large platforms.

The Quality Assurance Division (S-10)

We started out the year assisting the Readiness department in projects which brought stock allowance levels toward TYCOM goals. The division was trained to perform a mass consolidation and excess offload project which consisted of approximately 10,000 line items for

offload and 3500 location changes. Completion of this project increased store room validity by 77% .

The division accomplished the following continuous audits throughout the year:
- Daily NIS/ Warehouse refusal spot checks
- Warehouse processing of all SUADPS MRI documents sent to QA
- Basic Material File Adjustment of NIS / Warehouse Refusals
- Monthly Random Inventories (10 percent each storeroom)
- Adjustments/Research of Random inventories by S-8 Division
- Special Projects such as:
  QCOSAL Wall to Wall Inventory
  MSP Wall to Wall Inventory
  Medical/Dental storerooms Inventory/Reconciliation
  Basic material file research of excess locations
  NSA location consolidation
  Spot check of High dollar Value RAB to initiate Off-load
  Monthly Receipt processing Audit
  Daily IPF2 over five days old correction and Audit
  Developing files, charts and graphs for use in " Monthly
  Review of SUADPS-RT Key Indicators
  Established Training files for QA personnel

The CPO Mess (S-11)

Underwent a major transformation this year. After our return from WESTPAC the mess and ship entered into a Ship's Restricted Availability for repairs and alterations. An all CPO effort was utilized in the planning and designing of the new mess. The mess area was enlarged and retiled, and new equipment including an ice cream machine, reach-in refrigerator and freezer, soda machine and coffee machine were added. Seating capacity was increased from 86 seats to over 110 to accommodate the augmentation of air wing personnel.
The mess increased this year by 25 newly promoted CPO's. Our recently selected chiefs contributed by building a new lounge and entertainment center. During our port visit to Hawaii for the commemoration of the 50th Anniversary of the Victory Over Japan, numerous chiefs from various other commands, as well as retiree's and their families were invited to view the CPO Mess. The Master Chief of the Navy alluded to it as being "the best CPO Mess in the United States Navy". It became a showcase of the ship.

The CPO Mess is manned by the best trained Mess Management Specialists and Food Service Attendants. This is evident by the results of our ASMAT when a grade of outstanding was received. This was a true testament to the teamwork and cooperation between the CPO Mess and Supply Department. In addition to providing service to embarked personnel, the mess hosted many guests throughout the year such as the Master Chief of the Navy, Chief of Naval Operations, cabinet members and numerous Distinguished Visitors. The mess has also catered numerous retirement ceremonies, Department Head and Sailor of the Quarter luncheons and Spouse Appreciation dinners. All events and functions have received positive comments about

the food and service provided. As we close out 1995, the CPO Mess will have served over 95,000 meals since renovation.

The Postal Division (S-12)

Had a very busy and successful year. The Post Office processed over 95,000 pounds of letter mail and parcel post, sold approximately $50,000 in stamps and $1,026,000 in money orders. The acquisition of the Postal Commodity Machine in December of 94 has proven to be a complete success. End of the year statistics has shown that it had sold over $14,000 in postage stock, about 28% of total postage revenue for the command. The feedback from the AIRPAC Postal Inspector on the Postal Commodity Machine, was that since it was such a success, it will become a regularly stocked item on all AIRPAC carriers.

The Annual CINCPACFLT Postal Assist Visit was conducted in June and the Gold Eagle Post Office was graded OUTSTANDING by the COMNAVSURFPAC Postal Inspector, with only 2 minor discrepancies in over 235 areas checked.

In August, CARL VINSON hosted of the 50th anniversary of the end of WWII in Pearl Harbor. President Clinton and the Postmaster General unveiled a commemorative stamp celebrating the end of World War II. It was the first time a new postage stamp had been unveiled aboard a U.S. Naval Vessel. After the unveiling, the Gold Eagle Postal Clerks performed first day cancellation and cachet service to over 6000 guests and shipmates.

November brought the AIRPAC ASMAT Inspectors aboard and for the first time Postal Operations were included as part of their thorough inspection. The Gold Eagle Post Office again came through with flawless results and was cited as being the best customer service oriented Post Office in the fleet.

All of this professionalism and success despite a turnover ratio in manpower of nearly 90%, resulted in numerous awards and nearly a 100% advancement rate of all assigned personnel.

Supply Damage Control Division

The newly formed Supply 3M/DC (SDC) Division distinguished itself by performing magnificently during 1995. The conversion and consolidation of 12 maintenance workcenters into one centralized division provided superb maintenance support to all Supply Divisions and directly contributed to an outstanding Training/Workup Cycle and outstanding comments across the board from COMNAVAIRPAC during the ASMAT. The planning and close cooperation among all members of the Supply 3M/DC team enabled the Supply Department to achieve an astounding overall 96 percent recorded accomplishment rate during the past ten months. Since the establishment of Supply 3M/DC, the division has completed various spot-checks with the Commanding Officer, Executive Officer and 3M Maintenance Officer and have received continuous outstanding critiques on maintenance checks. SDC is currently working on renovation and remodeling of their office spaces in preparation for conversion to part of the space into a 3M Material/Tool Issue Room. During the past 10 months, SDC

posted 3 personnel advancements, one retirement and one reenlistment. The Supply 3M/DC

division has contributed significantly to the outstanding material condition and the overall material readiness of Supply spaces in preparation for upcoming WESTPAC 96.

WEAPONS DEPARTMENT

Weapons Department onboard USS CARL VINSON has spent 1995 proving that it is a class all its own. The first half of the year was spent rehabilitating its magazines, divisional spaces and departmental offices. Each job was done ahead schedule with pride and contributed to increases readiness. With high turnover of personnel, training and ordnance certification were increased to meet the demands of TSTA I, II and III. Final Evaluation Phase and COMPTUEX were completed with extreme effort and outstanding results. The public affairs efforts throughout the year saw many efforts contributed by the Weapons Department in order to raise the image of the Navy and work on the ship as a team. The following points evaluation and specific accomplishments prove that the Weapons Department deserves this accolade.

Results of Major Evolutions

MSSI/SESI: No major discrepancies and no repeat discrepancies. An inspector from the SESI team commented that CARL VINSON's magazines were the "finest in the Pacific Fleet" This weapons department was able to show the inspectors the capability to stow, inventory, maintain and keep personnel qualified to handle ordnance. The sprinkler systems were put to the test and found to be outstanding along with personnel who maintained them. Only 12 minor discrepancies were found and 7 were corrected before the inspection was completed,

MRCI: The latest MRCI was completed from 7-9 December 1993 which resulted in an overall evaluation of satisfactory. More recently, an MRCI/TAV was completed from 2-5 December 1995 with a preliminary grade of satisfactory. The MRCI will be complete 8 February 1996. 55 personnel were ordnance qualification certified for work on the quick strike mine. CARL VINSON is the first carrier to deploy with quick strike mines an are able to assemble all four configurations.

TRFI: Successfully completed an outstanding training and readiness evaluation from NAVUNDERSEAWARCEN, ISEA and Weapons Safety Assist Team which resulted in an evaluation of "on track."

Aviation Maintenance Evaluation: Received a grade of satisfactory in COMNAVAIRPAC's Aviation Maintenance Evaluation from 27-29 November 995.

COMPTUEX: USS CARL VINSON received a grade of "Fully Ready for Advanced Training" during the 27 November to 20 December 1995 at-sea period. This evaluation gave weapons department the chance to build live ordnance and deliver it to the airwing with flawless perfection.

Significant Contributions.

- Conducted 16 pierside ammunition onloads and one major at-sea onload to bring the ship up to 85% of its mission load and 100% of its shipfill. All onloads were done without safety incident, major equipment failure or major discrepancy of any kind.

- Weapons department was a key contributor in helping the ship earn the Admiral; Flatley Award in overall contributions to aviation safety.

- Flight deck division completed a complex overhaul of 4 magazines, 1 inert storage space, 7 paraflare jettison lockers, 5 ready service lockers, 1 berthing, 5 passageways and 4 work center spaces during the ship's restricted availability. The overhaul included sanding, painting, priming and retiling.

- Removed magazine sprinkler system from inactive equipment status, requested recertification from Mobile Training Unit 9 and was 100% recertified.

- Maintained departmental small arms physical security qualifications at 96% and provided additional qualifications to over 600 personnel in ship's company.

- .50 caliber crews were evaluated under adverse conditions during CART phase II fro 6-8 February 1995. The newly assigned personnel performed with only three weeks preparation. Personnel received intense training that prepared them to flawlessly demonstrate their abilities during a lo slow flyer, small boat attack and ASU-18-SF graded exercise. Received recommendation of combat readiness efficiency to precede into TSTA I/II evaluation.

- Department expended 95% of small arms non-combat expenditure allocation. Allocations were expended through superb planning and scheduling of all phases of intermediate and advanced training exercises and qualifications.

- Renovated over 75% of weapons magazines during the ship's complex overhaul and upkeep periods. All maintenance was completed ahead of schedule.

- Participated in two detachments to NAS Fallon with over 60 personnel in support of Carrier Air Wing FOURTEEN (CVW-14) training requirements. This exercise enhanced the conventional ordnance certification program and enabled CVW-14 to meet or exceed all training and qualification requirements.

- Superbly managed and completed the rehabilitation of ver 2300 items of weapons handling and support equipment. Disassembled, sandblasted, repaired, painted nas assembled each piece optimizing every available resource and saving an estimated 1.9 million dollars.

-Implemented a "lot number system" for planned maintenance on weapons support equipment. Upgraded the electric reachfork and hoist preventive maintenance program. Implemented an efficient "equipment history record system" which contributed to successful Aviation Maintenance Evaluation. These new systems were noted as the "role model of the Pacific Fleet" by COMNAVAIRPAC Aviation maintenance Management Team.

- Qualified at least 125% of personnel needed to operate diesel forklifts and electric reachforks to maintain added flexibility.

- Initiate an aggressive weapons elevator operator training syllabus to qualify numerous

personnel outside of the weapons elevator division as safety observers an elevator operators. This was done with the help of a Weapons Elevators Support Unit (WESU) from COMNAVAIRPAC. WESU's team leader, Jim Lindquist, commented that CARL VINSON's weapons elevators were "the finest in the Pacific Fleet."

- Weapons elevators division compiled and presented a comprehensive manpower document to assist COMNAVAIRPAC in determining future billeting requirements for weapons elevator divisions in the Pacific Fleet.

- Refurbished and preserved all weapons elevators and their shafts by sanding, chipping, grinding, preserving and painting.

- Flawless support of public displays for the 50th anniversary of VJ Day and the 1995 Family Day Cruise. Improved the weapons department and CARL VINSON's image with weapons displays, extra security, public tour guides and overall support in helping ship earn the Meritorious Unit Commendation. Many accolades were given to the ship from the President of the United States, Secretary of the Navy, Chief of Naval Operations, and the Chairman of the Joint Chiefs of Staff.