



DEPARTMENT OF THE NAVY

USS CARL VINSON (CVN 70)
FLEET POST OFFICE AP
96629-2840

*Rec'd 5/3/99
w/disk*

5750
Ser PAO/114

07 APR 1999

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

Subj: 1998 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Ship's Mission and Organizational Structure
(2) Historical Narrative
(3) Ship's Chronology
(4) Departmental Command History
(5) Welcome Aboard Books
(6) Commanding Officer's Biography and Photograph
(7) 1998 Press Clippings
(8) 3 ½ Disk in Microsoft Word

1. Per reference (a), enclosures (1) through (8) are forwarded.

J. L. PATTERSON
By direction

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, most advanced aircraft carriers ever developed. It 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. Over 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 regional challenges will continue to arise. With our national interest at stake in many troubled areas, CARL VINSON and its Air Wing continue to prove their dedication in maintaining an effective forward presence and an unequalled 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 other services in response to crises anywhere in the world.

The dedication, professionalism, hard work and combat readiness of the officers and crew of CARL VINSON ensure the ship is ready to meet any challenge the future may hold. CARL VINSON's immediate superior in command is:

- a. Administrative: Commander, Naval Air Force, U.S. Pacific Fleet
- b. Operational: Commander, Carrier Group THREE

USS CARL VINSON (CVN 70) Organizational Structure

Commanding Officer	CAPT David M. Crocker
Executive Officer	CAPT John W. Goodwin, (Jan-Apr) CAPT(SEL) Richard B. Wren, (May-Dec)
Command Master Chief	AVCM(AW/SS/NAC) Lawrence E. Cummings
Administrative Officer	LCDR Jason L. Patterson
Aircraft Intermediate Maintenance Department Officer	CDR Mark H. Stone, Jr.
Air Department Officer	CDR John T. DuGene, (Jan-Aug) CDR Steven D. Gnassi, (Sep-Dec)
Chief Engineer	CDR William D. Doner
Command Chaplain	CDR Robert Stone, (Jan-Apr) CDR Peter W. Mcgeory, (May-Dec)
Combat Systems Officer	LCDR Douglas Bischoff, (Jan-Aug) CDR Abigail S. Howell, (Sep-Dec)
Dental Officer	CAPT John P. Depner, (Jan-Jun) CDR Michel G. Ireland, (Jul-Dec)
First Lieutenant	LCDR Boyd E. Gravunder, (Jan-Sep) LCDR Stephen R. Metz, (Sep-Dec)
Legal Officer	LCDR Paul C. LeBlanc, (Jan-Mar) LCDR Michael D. Sutton, (Apr-Dec)
Marine Detachment (Disestablished)	CAPT Michael S. Zummer, USMC (Jan-Aug)
Medical Officer	CDR Robert L. Koffman
Navigation Officer	CDR Larry S. McCracken, (Jan-Sep) CDR Kevin C. Ketchmark, (Oct-Dec)
Operations Officer	CDR Preston C. Pinson
Public Affairs Officer	LCDR David E. Werner, (Jan-May) LT David H. Waterman, (Jun-Dec)
Reactor Officer	CAPT Ronald Y. Heath
Safety Officer	CDR David S. Petri
Supply Officer	CDR Michael Lyden, (Jan-May) CDR Sylvester P. Abramowicz, Jr. (Jun-Dec)
Training Officer	CDR Mary K. Wesslen
Weapons Officer	CDR Dinty J. Musk

USS CARL VINSON (CVN 70) Narrative

CARL VINSON has without question, had the most successful year in its history. From record breaking performance during work-ups to the flawless execution of combat strikes into Iraq, CARL VINSON has met or exceeded all obligations and expectations. The elemental foundation for this exceptional performance is a peerless crew who pride themselves in their roles as warriors, hard-chargers and patriots. Their drive and professionalism during the fast-paced work-up cycle created a most capable platform worthy of being the ready carrier. Focused on teamwork and mission accomplishment, this ship is the cornerstone that established a close knit, potent relationship with Carrier Group THREE (CCG-3), Carrier Air Wing ELEVEN (CVW-11), and Destroyer Squadron TWENTY-THREE (DESRON 23). In addition, CARL VINSON was an exceptional ambassador of goodwill for the Navy through the voluntary and selfless crew participation in countless community projects. The exemplary behavior of the crew created an immaculate liberty record worldwide. CARL VINSON has gone above and beyond the standard to once again earn the reputation of being **"America's Favorite Aircraft Carrier"** in 1998.

CARL VINSON operated 185 days at sea. Flight operations included 7,610 aircraft sorties (4,709 day/2,908 night) resulting in 7,302 arrested landings (5,226 day/2,076 night). Aside from combat training, flight operations made possible the transport of 2,154 personnel, 77,000 pounds of mail, and 177,000 pounds of cargo. The Flight Deck crew was instrumental in providing 35,000 mishap free aircraft moves and 800 mishap free aircraft elevator runs. Twenty-eight underway replenishments (UNREP's) resulted in 16,300,000 gallons of fuel transferred and one delivery of fuel to a U.S. Navy destroyer. This also included 11 replenishment at sea (RAS) evolutions that resulted in 996 cargo lifts of nearly 2,000 pallets of stores and 1 personnel highline transfer.

Throughout the work-up cycle, CARL VINSON conducted one complete ammunition off-load and on-load. Our outstanding seamanship skills were exhibited and proven during 8 precision anchorages and 40 sea and anchor details.

Celebrating the accomplishments of the men and women who are CARL VINSON, we enjoyed the privilege of hosting 303 reenlistment ceremonies, 51 retirement ceremonies, and 3 commissioning ceremonies.

CARL VINSON began 1998 fully prepared for the challenges of the demanding year ahead. Our demanding schedule included three Carrier Air Wing (CVW) Carrier Qualification (CQ) periods; two Fleet Replacement Squadron Carrier Qualification (FRSCQ) periods; Tailored Ship's Training Availability phases I, II, and III (TSTA I/II/III); Final Evaluation Phase (FEP); Competitive Training Unit Exercise (COMPTUEX); Intermediate Training Assessment (ITA); Board of Inspection and Survey (INSURV); the multi-national Rim of the Pacific Exercise '98 (RIMPAC-98); Operational Reactor Safeguards Exam (ORSE); and a Western Pacific/Arabian Gulf deployment in support of Operations desert fox and Southern Watch.

The men and women of CARL VINSON focused on mission accomplishment, which is reflected in the exemplary completion of all tasks and missions.

Upon embarking on deployment, heightened tension in Iraq caused the cancellation of the previously planned Hobart, Tasmania and Perth, Australia port visits. To facilitate a more direct route to the Arabian Gulf, Hong Kong and Singapore liberty ports were substituted in the deployment schedule. CARL VINSON used these visits to serve as a genuine ambassador to the Western Pacific. Utilizing thorough crew training and strong leadership to apply a clear message, CARL VINSON prevented the encumbrance of liberty issues overseas. Steaming onward to fulfill our mission, we suitably finished the year with combat strikes into Iraq in support of Operation Desert Fox.

Throughout 1998, CARL VINSON stood out as a combat-ready aircraft carrier. Heralded by our motto, "Professionally, safely, and on time," CARL VINSON met all commitments and produced results that reflect a spirit of total combat readiness in the United States Navy and in every mission deemed necessary to the peace projected and protected by United States of America.

SHIP'S CHRONOLOGY

01 Jan - 25 Jan	Upkeep, Naval Station, Bremerton
26 Jan - 28 Jan	Underway, transit SOCAL Op Area for FRS CQ/TSTA I
29 Jan - 03 Feb	Underway, FRS CQ/TSTA I
04 Feb - 06 Feb	Underway, transit Naval Station, Bremerton
07 Feb - 21 Feb (11 Feb - 14 Feb)	Upkeep, Naval Station, Bremerton Medical Readiness Assessment
22 Feb - 25 Feb	Underway, transit SOCAL Op Area for TSTA II/TSTA III/FEP
26 Feb	Inport, NAS North Island
27 Feb - 12 Mar	Underway, TSTA II/TSTA III/FEP
13 Mar	Inport, NAS North Island
14 Mar - 31 Mar	Underway, COMPTUEX(A)
01 Apr - 03 Apr	Underway, ITA
04 Apr	Inport, NAS North Island
05 Apr - 08 Apr	Underway, transit Naval Station, Bremerton
09 Apr - 28 Apr (06 Apr - 10 Apr) (13 Apr - 17 Apr)	Upkeep, Naval Station, Bremerton CNAP QA Assessment 3M Inspection
29 Apr - 01 May	Underway, transit SOCAL Op Area for FRS CQ
02 May - 06 May	Underway, FRS CQ
07 May - 08 May	Inport, NAS North Island, commence INSURV
09 May - 11 May	Underway, INSURV, transit Naval Station, Bremerton
12 May - 13 May	Inport, Naval Station, Bremerton, INSURV Open and Inspect
14 May - 21 Jun	Upkeep, Naval Station, Bremerton
22 Jun - 25 Jun (25 Jun)	Underway, transit SOCAL Op Area for Carrier Air Wing ELEVEN CQ MISSILEX, 08-11
26 Jun	Inport, NAS North Island
27 Jun - 29 Jun	Underway, Carrier Air Wing ELEVEN CQ
30 Jun - 05 Jul (05 Jul - 05 Aug)	Underway, transit Hawaiian Op Area JTSEX 98-2/FLEETEX
06 Jul - 09 Jul	Inport, Pearl Harbor
10 Jul - 23 Jul	Underway, Hawaiian Op Area, RIMPAC '98 (Workup Phase)/FLEETEX 98-2)
24 Jul - 01 Aug	Underway, Hawaiian Op Area, RIMPAC '98 (Tactical Phase)
02 Aug - 05 Aug	Inport, Pearl Harbor
06 Aug - 11 Aug	Underway, transit Naval Station, Bremerton

SHIP'S CHRONOLOGY (Continued)

(06 Aug - 07 Aug)	JMSDF PASSEX
(08 Aug - 10 Aug)	Texas Thunder 98-4
(06 Aug - 10 Aug)	QA Inspection
12 Aug - 23 Aug (12 Aug)	Upkeep, Naval Station, Bremerton Family Cruise Day
24 Aug - 27 Aug	Underway, Ammo onload, USS MOUNT HOOD, NOREASTPAC
28 Aug - 13 Sep	Upkeep, Naval Station, Bremerton
14 Sep - 16 Sep	Underway, transit SOCAL Op. Area for Carrier Air Wing ELEVEN CQ and Battle Group Ops
17 Sep - 18 Sep	Inport, NAS North Island
19 Sep - 21 Sep	Underway, Carrier Air Wing ELEVEN CQ
22 Sep - 24 Sep	Underway, Battle Group Ops
25 Sep	Inport, NAS North Island
26 Sep - 28 Sep	Underway, transit Naval Station, Bremerton, NOREASTPAC
29 Sep - 30 Oct	Upkeep/POM, Naval Station, Bremerton
31 Oct - 05 Nov	Upkeep, Naval Station, Bremerton

WESTPAC 98/99 DEPLOYMENT SCHEDULE

06 Nov	Underway, WESTPAC 98/99
06 Nov - 08 Nov	Underway, transit NAS North Island
09 Nov	Inport, NAS North Island
10 Nov - 12 Nov	Underway, CQ/ORSE Preparations
13 Nov - 15 Nov	PAC Transit/Flight Operations/ORSE Preparations
16 Nov - 28 Nov (16 Nov - 20 Nov) (17 Nov)	PAC Transit/Flight Operations ORSE Battle Group Rendezvous
21 Nov	Lost Day, International Date Line
29 Nov - 03 Dec	Inport, Hong Kong, China
04 Nov - 06 Dec	En route, Singapore
07 Dec - 11 Dec	Inport, Singapore
12 Dec - 18 Dec	En route, Arabian Gulf
18 Dec - 19 Dec	Transit Strait of Hormuz
19 Dec - 20 Dec	Combat Strike, Operation Desert Fox
20 Dec - 31 Dec	On Duty in the Arabian Gulf

1998 COMMAND HISTORY BY DEPARTMENT

ADMINISTRATIVE DEPARTMENT

The ship's Personnel Office maintains and processes all personnel actions for ship's company. A breakdown of assigned personnel supported through our office follows:

Officers:	158
Chiefs:	168
Crew:	2,521

Received and processed 20 officers and 1,407 enlisted reporting on board for duty. Processing started with the receipt of transfer orders, at which time sponsors were assigned for the newly reporting personnel. A "Welcome Aboard" message was transmitted, and a follow-up package mailed to the member giving a brief command history, and geographical information to assist in the convenience of transfer. Upon receipt, service records are verified and annotated with arrival information. The process concludes with the liquidation of travel claims, and the subsequent release of the member to their respective department.

As members of the Uniformed Services, members maintain in their possession a Military Identification Card at all times. In support of this requirement, 2,134 active duty, 308 reserve, and 27 retired identification cards were issued to our personnel.

Transferred 22 officers and 544 enlisted to follow-on assignments and establishments of the Navy and other branches of the Armed Forces. Based on the type of duty to which members were transferred, members went through various stages of screening for themselves, and in cases of overseas or isolated duty, their family members as well. Screening included ensuring members were qualified in accordance with current directives. While not all inclusive, some of the areas screened were: military bearing; performance evaluations; health and fitness; and several areas relating to the member's performance in personal affairs. The transfer screenings generally encompass the "whole person" concept.

Separations from Active Duty. Eight officers and 638 enlisted personnel left active duty status for varying reasons. Separations included closing out the member's service record after determining the character of the member's service upon discharge.

Based on discharge authority, and fitness or evaluation reports, members were issued separation documents characterizing the nature of their service. This is an important step in determining future eligibility for available programs and potential re-induction to naval or other services. Members were also medically screened at this time. After discharge, members were provided transportation to their Home of Record, or other intermediate destination of their own choice.

Service Record Maintenance: In excess of 11,000 service record entries were made to the records of the 2,848 personnel.

EDUCATION

Several aspects of command support continue to be revolutionized, as communications technology leaps forward. There are several initiatives that contribute directly to shipboard quality of life. Many such initiatives are the ship's continuing education programs. CARL VINSON boasts the most diverse and comprehensive Educational Services Office afloat. Currently, Sailors can legitimately pursue all levels of accredited education.

At the most elementary level, the ship has administered more than 950 ASSET tests, now given as part of Indoctrination Division training. In an aggressive testing program, 150 College Level Examination Program (CLEP), 34 Schikastuc Assesment Tests (SAT), 17 American College Testing (ACT), 28 Graduate Records Examination (GRE) and 14 Graduate Management Admission Test (GMAT) exams have been administered to Sailors.

In terms of lower level college courses, CARL VINSON directs intense effort toward the personal growth and enrichment of its Sailors. More than 1,150 Sailors enrolled in the instructor based PACE Program this year, making the very best of WESTPAC 98/99. To support this tremendous student load, the ship refurbished two existing spaces into classrooms, enabling the conduct of 76 undergraduate courses. Additionally, this classroom renovation included the establishment of a computer based PACE Classroom, which supports the efforts of over 300 students in their computer delivered undergraduate studies.

CARL VINSON also conducts, in partnership with Georgia College and State University (GC&SU) located in Milledgeville, GA (home of the ship's namesake), a Masters in Public Administration (MPA) Program. During the last year and a half, 12 Sailors participated in 6 classes, for a total of 18 semester credit hours toward their MPA Diploma. Of particular note, the course is taught via video tele-conferencing "link up" with the University, while at sea or in port. The ship is prepared to commence its fourth semester of college, in early Calendar Year 1999.

It is important to note that in all of these educational opportunities, the only cost to the Sailor is the cost of the textbooks. These opportunities not only improve the morale of the crew, but also serve to make CARL VINSON a more educated, and thus an even stronger crew.

AIR DEPARTMENT

The Air Department met all challenges head-on during 1998, achieving unparalleled success in every aspect of operational primacy. Throughout a comprehensive Inter-Deployment Training Cycle (IDTC), which included Tailored Ship's Training Availability (TSTA) I/II/III, Fleet Replacement Squadron (FRS) Carrier Qualifications (CQ), Comprehensive Training Unit Exercise (COMPTUEX), Intermediate Training Assessment (ITA), and Final Evaluation Phase (FEP), the Air Department excelled. The unusually arduous turnaround period, culminating with an extremely successful RIMPAC '98 and Battle Group Sustainment Training Operations, was completed safely and efficiently, despite critically low departmental manning levels. Establishing new performance standards for the fleet, the Air Department led the CARL VINSON Battle Group during its superb, mishap free, turnaround training and major deployment schedule.

V-1 DIVISION

The V-1 Division exceeded all expectations during this calendar year. Maintaining its "always at the ready" spirit, this division reaffirmed an already enviable reputation as the finest Flight Deck Team in the Navy. The division consistently demonstrated its professional excellence and technical expertise under the most fatiguing conditions, logging over 35,000 mishap free aircraft moves. V-1 personnel were responsible for the flawless execution of every operational task during COMPTUEX/ITA/FEP, RIMPAC '98, and Battle Group Sustainment Training, launching each Cyclic, Flex Deck, CQ, and Alert aircraft sortie safely, professionally and on time. Whether at sea or in port, training was always at the forefront, as evidenced by over 140 personnel becoming PQS qualified in various and multiple flight deck watch stations.

CRASH AND SALVAGE TEAM

The Crash and Salvage Team continued to hone its remarkable fire fighting skills and salvaging techniques throughout the work-up period. The team successfully responded to over 91 actual emergencies--ranging from major fuel spills to aircraft engine fires in the landing area. All were completed without injury to personnel or damage to aircraft. The professionalism and technical expertise of Crash and Salvage were highlighted

during Crash and Salvage Training at Naval Air Technical Training Center (NATTC) Pensacola where they earned a grade of 99.02 percent, the highest grade achieved by any Afloat Crash Team in the history of the school. In recognition of its true "team" concept and spirit of cooperation, the team was also hand-selected by Chief of Naval Education and Training (CNET) to evaluate and operationally test the Navy's newest Mobile Fire Fighting Training Devices. Finally, the Crash and Salvage Team took the Silver Medal during the inaugural West Coast Afloat Aircraft Crash and Salvage Olympics, held at NAS North Island.

V-2 DIVISION

V-2 rewrote the record books by achieving an extraordinary 99.8 percent "up" status on all Aircraft Launch and Recovery Equipment (ALRE) during an exceptionally demanding turnaround training cycle. With safety and expediency at the forefront, the ALRE Team accomplished 9 major ALRE service changes, re-reeved 13 arresting gear engines and 8 rotary retraction engines, poured 38 sockets, and overhauled 5 Constant Runout Valves (CROV). Additionally, the CARL VINSON ALRE Team was hand-selected by NAWC Lakehurst to test and evaluate new, environmentally safe catapult lube oil. The promising test results, when confirmed and approved, will have a wide-ranging and positive impact on fleet readiness. The division also qualified over 284 personnel in ALRE Personnel Qualification Standards watch stations.

V-3 DIVISION

The V-3 Division safely and expeditiously conducted over 2,190 aircraft moves and 800 mishap free aircraft elevator runs. The tireless efforts of Hangar Deck personnel proved to be essential in the Air Wing's ability to maintain full mission capable aircraft. The hangar bays were proudly on display during numerous high visibility events, including the 2,000 person, post-RIMPAC '98 reception. Commander THIRD FLEET personally lauded the Hangar Deck Team for their meticulous preparation and the cleanliness of the hangar bays, during this extremely important multi-national event. The V-3 Division qualified over 80 personnel in Hangar Deck PQS watch stations.

V-4 DIVISION

The V-4 Division coordinated and executed the on-load of over 16.3 million gallons of JP-5 during 21 Fueling at Sea (FAS) operations and two pier side barge on-loads. Each evolution was conducted flawlessly, without casualty to personnel or equipment. The Aviation Fuels Division also participated in a multi-national RAS evolution with HMAS SUCCESS during RIMPAC '98. Throughout

the year, over 15 million gallons of clean, clear and bright JP-5 were issued to aircraft from Carrier Air Wing ELEVEN, fleet replacement squadrons, and various support helicopter squadrons.

Always the leader in applying Operational Risk Management (ORM), V-4 played a significant role in preparing the CARL VINSON crew, mentally and physically, for each JP-5 and lube oil on-load evolution. Their comprehensive and informative ORM briefs were well received at both the command and divisional level. V-4's proactive use of ORM continues to set new standards in the planning and preparation of critical shipboard evolutions and serves as an effective communication tool for departments throughout CARL VINSON and Naval Station, Bremerton.

Finally, the Aviation Fuels Quality Assurance Program passed the Commander, Naval Air Force, U.S. Pacific Fleet inspection with zero discrepancies, resulting in the division receiving the first-ever Quality Assurance certification awarded by the Type Commander. This outstanding distinction further cements V-4's reputation as the "best of the best." During the challenging work-up period, the division qualified 389 personnel in numerous aviation fuels PQS watch stations. These PQS qualified personnel are the heart of the Air Department, operating and maintaining all aviation fuels equipment professionally and safely, in support of sustained aircraft carrier flight operations.

V-5 DIVISION

The Air Department's V-5 Division made a significant contribution to the mission capability of CARL VINSON. V-5, ultimately responsible for the timely execution of a myriad administrative requirements in a department of over 500 personnel, truly epitomizes the terms "professionalism" and "innovation." Charged with training the entire department, V-5 expertly executed their authorized training budget, ensuring 10 Air Department Sailors successfully completed ABE, ABF, and ABH "C" school at NATTC, Lakehurst and NATTC, Pensacola. Six of the ten graduates were number one in their class. The division also took full advantage of the refresher training provided by NAMTRAGRU, North Island Mobile Training Team (MTT), with 260 personnel successfully completing refresher training in catapult/arresting gear, aircraft handling and aviation fuels systems. V-5 also scheduled, coordinated, and executed the following courses: 12 E-7/E-6/E-5 Leadership Continuum courses at NSB Bangor, 14 Aircraft Fire Fighting training courses at NAS Whidbey Island, two welding courses at Naval Station, Bremerton, one Crash and Salvage Team Training course at NATTC, Pensacola, one Landing Signal Enlisted (LSE) course at NAS North Island and one Harrier Launch Officer Course at MCAS Yuma. Overall, more than 400 Air Department Sailors successfully completed training that was essential to improved departmental readiness.

SUMMARY

The CARL VINSON Air Department is justifiably proud of its exemplary performance throughout 1998. This well oiled team of highly trained professionals met or exceeded every one of their goals during an intense turnaround training cycle and the first two months of an extended deployment. Completing all required (COMPEX) in a record setting seven months, the Air Department consistently maintained an M-1 rating. Additionally, the Air Department received high marks during INSURV for their comprehensive Casualty Reporting (CASREP) program. Attaining our established goal, "to sustain Aircraft Carrier Flight Operations with a highly trained, combat ready team capable of safe and efficient movement, launch, recovery, fueling, and shelter of embarked aircraft," begins with every newly reporting Sailor to the Air Department. The tireless dedication, total commitment, and unwavering professionalism of each and every member of the department have been demonstrated time and time again.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

The exceptional performance of Carrier Air Wing ELEVEN, since embarking in CARL VINSON, is a direct reflection of the superior standards set by the Sailors who make up the Aircraft Intermediate Maintenance Department (AIMD). Professionalism and an intense "can do" spirit, pervades every workcenter in the department. The ease with which they perform seemingly miraculous repairs is often times eye watering. Statistically they look superb; however, those statistics reveal neither the Operational Tempo (OPTEMPO) nor intensity of this year's schedule, throughout which an absolutely monumental and steadfast effort was maintained.

AIMD is comprised of 210 ship's company enlisted personnel and another 160 personnel from NAS North Island, NAS Whidbey Island, NAS Lemoore, and NAS Oceana, each of whom holds one or more of nearly 100 NEC's. Additionally, AIMD personnel hold special non-NEC qualifications in operating the Aircraft Component Tester/Relay Adapter Device, Electro-hydraulic Test Set, Oxygen Analyzer, and Mobile Lifting Crane repair.

High throughput, acceptable turnaround time, high ready-for-issue (RFI) rate and a reasonable backlog, are key elements in maintaining maximum Air Wing readiness. While underway, AIMD inducted nearly 6,000 items per month for repair, an average of 200 items per day.

In addition to supporting the embarked Air Wing, AIMD maintained a substantial number of spaces, including 172 compartments and 33 passageways. The department mans two full Repair Lockers and two Unit Lockers, with nearly 100 Sailors and

three officers. During our INSURV inspection this year, AIMD had zero Reportable Material Condition Discrepancies. Preventive Maintenance System (PMS) Recorded Accomplishment Rate was 96.7%.

At the beginning of the year, the department leadership established several specific goals in how AIMD operates, both internally and externally, in order to improve how they support the Air Wing and all the Battle Group customers. Specifically, they sought to:

- Expand repair capabilities
- Improve use of technology
- Maximize training opportunities

They established the capability to load-test overhead hoists and cranes; work previously assigned to depot facilities. Their Metrology Lab added the capability to calibrate Identification Friendly or Foe (IFF) test sets, vibration transducers, Global Positioning Systems, and increased dimensional calibration capability in several areas.

In order to leverage the technology necessary to support their customers and Sailors, they took several giant steps forward. They became the first AIMD to publish its Aircraft Material Readiness Report on a password protected World Wide Web site. They published and electronically distributed a Monthly Maintenance Plan and made it available on the ship's local area network for every ship and Air Wing user. They began the systematic replacement of legacy computer systems, with state of the art IT-21 systems. Despite lack of IT-21 specific funding, the department is now approximately 30% compliant with IT-21. Additionally, AIMD assumed responsibility for AV-3M reporting for both the ship and the embarked Air Wing, in order to improve reliability and enhance the professional integrity of the Aviation Maintenance Data System.

With little to no technical schools available in the Pacific Northwest, the ship's homeport location made it extremely challenging to train personnel in a number of areas, especially with the paucity of training funds available. Working closely with Carrier Air Wing ELEVEN, berthing for TAD AIMD personnel was routinely arranged by squadrons at no cost. Whenever possible, they scheduled schools to begin or end in conjunction with Air Wing movements, eliminating the need for scores of commercial airline tickets. They also made significant use of NATEC Engineering and Technical Services and FASOTRAGRU personnel to provide transportation for training evolutions, both underway and inport.

BATTLE FORCE INTERMEDIATE MAINTENANCE ACTIVITY

AIMD stood up the Battle Force Intermediate Maintenance Activity for RIMPAC '98 and that "practice" has turned it into the centerpiece of the Battle Group logistics team during our current deployment. Performing superbly under AIMD auspices, the BFIMA completed 99% of all requested repairs including the correction of five CASREP conditions. BFIMA specialists visited six ships to perform repairs and nine ships to provide technical services or assistance. In another first, we dispatched technicians to foreign warships from Canada and Chile. A quantitative summary of repair actions performed is provided below.

MAINTENANCE STAFF DIVISION (IM-1)

Production Control. The "Command Post" of AIMD, is responsible for coordinating all maintenance actions within 89 workcenters. At sea, AIMD typically inducts up to 200 repairable components per day. Maintaining a high throughput, acceptable turnaround time and a high RFI rate is essential to maintaining maximum readiness.

Quality Assurance (QA). Staffed with senior Enlisted technical experts, QA ensured all maintenance was carried out safely and in accordance with established maintenance procedures. QA excelled in monitoring 43 Naval Aviation Maintenance Programs. Their fastidious efforts enabled the department to attain an overall grade of "Outstanding" during the 1998 COMNAVAIRPAC Aircraft Maintenance Evaluation. QA reviewed for applicability, over 5,000 bulletins, revisions, and instructions, along with processing 314 Technical Directives in the Technical Publications Library. Additionally, they submitted:

- 6 Hazardous Material Reports
- 14 Quality Deficiency Reports
- 7 Engineering Investigations
- 9 Technical Publication Deficiency Reports

Each is part of an extremely effective Naval Aviation [Maintenance] Discrepancy Reporting Program.

GENERAL MAINTENANCE DIVISION (IM-2)

Sailors from General Maintenance (IM-2) Division performed superbly in all respects. The Power Plants shop built up and issued 25 RFI engines, 17 of them during the six week RIMPAC '98 multi-national exercise. They repaired and returned to RFI condition three TF34 engines and three F404 engines. The AIMD

Oil Analysis Lab processed over 2,000 fluid samples from ships and aircraft of the Battle Group, including the HMCS Regina of the Canadian Navy.

The metalsmiths in the division performed with distinction, both at sea and in port. At sea, the shop performed a number of repairs on flight control surfaces that returned aircraft to flight status significantly quicker than predicted. They received training and implemented helicopter blade repair procedures that eliminated the need for over one million dollars in Aviation Depot Level Repair (AVDLR) charges. The Tire Shop built up over 500 tires to support Air Wing flight operations; each executed safely and professionally. In port, the division modified two berthing compartments in need of major modification, and also created two training classrooms from spaces previously used as overflow berthing. Their "can do" attitude not only significantly contributed to shipboard quality of life, but also showcased the technical skills of each assigned Aviation Structural Mechanic.

The parachute riggers demonstrated a meticulous attention to detail that has become the hallmark of AIMD. During a routine inspection of Aviation Life Support Equipment, they discovered several misplaced chute lines, as well as multiple discrepancies with the way in which equipment was packed. As a precaution, they inspected several other pieces of equipment and confirmed the existence of a broad pattern of improper procedures and poor workmanship, traceable to a shore based AIMD facility. The resulting Hazardous Material Report led to the recall and re-inspection of over 250 items packed at that particular AIMD facility, all items of which, had already been delivered to the fleet.

AVIONICS/ARMAMENT DIVISION (IM-3)

The Avionics/Armament Division (IM-3) dramatically enhanced its maintenance capabilities in support of Carrier Air Wing ELEVEN readiness. The ship's company and SEAOPDET components aggressively attacked every single component inducted for repair. A complete list would simply be too long to provide, however a classic example is the repair of two S-3 nose wheel steering actuators. Although no official repair capability was available at the Intermediate Level, the electricians inducted two assets that had been received not-ready-for-installation (NRFI) by the squadron. Both were subsequently repaired and the ship avoided over \$150,000 in AVDLR charges. In addition to repairing hundreds of circuit cards, Shop Two trained and certified nine ship's company technicians and two USS RAINIER (A0E4) technicians for 2M repair. Beyond the items mentioned above, the Calibration Lab established the capability to calibrate flow meters, current shunts and spectrum analyzers. They developed the capability in

order to completely calibrate the Jet Engine Test Cell and the MA-2 generator test stand. They were the first afloat calibration activity to calibrate the MK 567 Missile Test Set.

Avionics technicians persistently pursued anomalies with the AN/APS-137 Radar Receiver Test Program Set. Their diligence in seeking out adequate procedures led to a well attended technical summit, establishment of temporary work-around procedures, and a follow-on revised Test Program Set. In the past 10 months alone, three Consolidated Automated Support System (CASS) workcenters have received, inventoried and validated over 1,300 Test Program Sets in support of the division's 10 AN/USM-636 CASS stations. Noted improvements to capabilities include the addition of:

- AN/APM-446A Radar Set Test Set
- CASS Electro Optical Support System
- AN/AVS-9 Night Vision Goggle repair
- Low Altitude Navigation Tactical Infra Red at Night Test Capability
- Surface Mount Technology Rework Stations

SUPPORT EQUIPMENT DIVISION (IM-4)

Support Equipment Division (IM-4) provides all necessary common aviation Support Equipment (SE) to the ship's Air Department, the embarked Air Wing and fleet replacement squadrons. The division completed 6735 Maintenance Actions, attaining a 94% readiness rate (9% above established type commander goals) during 1998. Additionally, 93 Phase One instructional classes were conducted, which resulted in the issuance of 431 licenses. The Sailors in the Division supported all Air Wing and fleet replacement squadron missions, without missing a single sortie due to support equipment non-availability.

COMBAT SYSTEMS DEPARTMENT

Combat Systems Department (CSD) enjoyed an extremely successful year as evidenced by the results of the recent Combat Systems Readiness Review and the sustained equipment and operational readiness of all combat systems. An integral part of the CARL VINSON team, CSD provided exceptional Command, Control, Communications, Computers and Intelligence (C4I) services during TSTA I/II/III, FEP, RIMPAC-98/JTFEX, Sustainment Training, initial phase of the current WESTPAC Deployment, Operations Southern Watch and Desert Fox. Superbly operating, monitoring, and performing fault isolation on a diverse array of complex systems, CSD ensured vital information transfer systems were available to meet the needs of the CARL VINSON war fighter.

Undoubtedly, the joint efforts of the Maintenance and Information Systems branches are the reason CARL VINSON earned her first Gold "C" award in March 1998.

TELECOMMUNICATIONS DIVISION (CS-1)

The Message Processing Systems Center (MPSC) and Technical Control (T/C) merged in April 1998 creating a "state of the art" information and technical control center. CS-1 enjoyed a highly successful competitive cycle as demonstrated by the overall award computation of 99.84% for CY98. Superior C4I support was provided during Operations Southern Watch and Desert Fox, enforcing United Nations' sanctions against Iraq. Vital communications between COMUSNAVCENT, JTFSWA, CARL VINSON and ENTERPRISE Battle Groups were superb and significantly contributed to the success of the operations. The division provided outstanding support to COMCARGRU THREE, COMDESRON TWO THREE, COMCARAIRWING ELEVEN and 20 multi-national force ships during RIMPAC/JTFEX-98. MPSC flawlessly processed 55,000 messages during RIMPAC-98 and 420,000 messages for CY98 via satellite, UHF, HF, and landline connectivity. T/C superbly operated two satellite links (DSCS SHF and Challenge Athena) and over 100 Navy tactical circuits, resulting in exceptional C4I support throughout all phases of the competitive cycle, during major exercises, and real world operations in the critical Arabian Gulf. Satellite links and circuits were maintained at 99.9% reliability. The division handled five of five fast reaction exercise messages (three Beard Irons and two White Pinnacles) within 60 seconds of receipt.

INFORMATION RESOURCES MANGEMENT DIVISION (CS-2)

In accordance with CNAP direction, the CS-2 division was created in April 1998 and a proactive Information Security (INFOSEC) organization was quickly established. The INFOSEC organization is comprised of 87 departmental representatives who perform the demanding collateral duties of Information Systems Security Officers (ISSOs) and Terminal Area Security Officers (TASOs). In August 1998, CS-2 coordinated a formal Blue Team assist visit with CINCPACFLT, NAVSECGRUACT Pensacola, and Fleet Information Warfare Center (FIWC) Norfolk, VA. The Blue Team conducted both a vulnerability assessment and On-line Survey (OLS) of the Classified and Unclassified Local Area Networks. At the conclusion of the assist visit, FIWC stated "CARL VINSON had the fewest number of vulnerabilities ever seen on a West Coast ship". Demonstrating an aggressive approach to INFOSEC, CS2 initiated a formal computer software and hardware spot check program. On a quarterly basis, 25% of all computers on board are checked for the existence of unauthorized software, security warnings, access list, McAfee V-shield software, surge protectors and proper classification labels. INFOSEC training was

integrated into the command's indoctrination classes and INFOSEC Tips are routinely published in the Plan of the Day. The result of this three-pronged approach has been a noticeable increase in Information Security awareness and compliance.

COMBAT SYSTEMS RESOURCES DIVISION (CS-3)

CS-3 successfully upgraded and maintained the "Worlds Largest Afloat Network" with superb results. The Gold Eagle Local Area Network (GE-LAN) has grown from 450 to over 950 workstations, serving over 4,500 personnel. The two e-mail servers process over 75,000 intra-ship e-mails and over 14,000 Internet e-mails daily. Information Technology is at its highest peak on board CARL VINSON as the GE LAN supports World Wide Web access, Graduate level distance learning courses, and naval messages delivered directly into public folders and personal e-mail accounts. In an effort to match form to function, CS-3 personnel mounted the NT Servers in a modular rack and created a work bench used for trouble shooting and upgrading Personal Computers (PCs) for the command. The division spearheaded the establishment of a "Computer Store" by innovative use of Navy Working Capital Funds. To date, this initiative has saved the command over \$100,000 by upgrading PCs to meet Y2K specifications and numerous man hours by providing one stop support to customers for both hardware and software trouble calls. CS-3 was formally recognized by the Seattle Times, Bremerton Sun, and Windows NT Magazine through such articles as: "NT for Afloat Users," "PCs: Improving the Quality of Life at Sea," and also for the size and complexity of the LAN. Even the Discovery Channel interviewed our innovators thus publicizing the Navy's creative approach to technical challenges.

COMBAT SYSTEMS DATA DIVISION (CS-5)

CS-5 took on the twin challenges of providing reliable, timely intelligence and tactical decision making information to the CARL VINSON war fighter and succeeded. Although past the mandated TCD, CS-5 personnel worked closely with Space and Naval Warfare Systems (SPAWAR) representatives and contractors to complete the complex installation of the Global Command and Control System (GCCS-M). Initiating, drafting, and implementing an Integrated Systems Test Plan, this talented division ensured the GCCS-M system and its peripherals met or exceeded performance specifications. As the lead division for the ship's micro and miniature repair facility, CS-5 saved the Navy an estimated \$315,000 by making shipboard repairs to failed electronic circuitry.

integrated into the command's indoctrination classes and INFOSEC Tips are routinely published in the Plan of the Day. The result of this three-pronged approach has been a noticeable increase in Information Security awareness and compliance.

COMBAT SYSTEMS RESOURCES DIVISION (CS-3)

CS-3 successfully upgraded and maintained the "Worlds Largest Afloat Network" with superb results. The Gold Eagle Local Area Network (GE-LAN) has grown from 450 to over 950 workstations, serving over 4,500 personnel. The two e-mail servers process over 75,000 intra-ship e-mails and over 14,000 Internet e-mails daily. Information Technology is at its highest peak on board CARL VINSON as the GE LAN supports World Wide Web access, Graduate level distance learning courses, and naval messages delivered directly into public folders and personal e-mail accounts. In an effort to match form to function, CS-3 personnel mounted the NT Servers in a modular rack and created a work bench used for trouble shooting and upgrading Personal Computers (PCs) for the command. The division spearheaded the establishment of a "Computer Store" by innovative use of Navy Working Capital Funds. To date, this initiative has saved the command over \$100,000 by upgrading PCs to meet Y2K specifications and numerous man hours by providing one stop support to customers for both hardware and software trouble calls. CS-3 was formally recognized by the Seattle Times, Bremerton Sun, and Windows NT Magazine through such articles as: "NT for Afloat Users," "PCs: Improving the Quality of Life at Sea," and also for the size and complexity of the LAN. Even the Discovery Channel interviewed our innovators thus publicizing the Navy's creative approach to technical challenges.

COMBAT SYSTEMS DATA DIVISION (CS-5)

CS-5 took on the twin challenges of providing reliable, timely intelligence and tactical decision making information to the CARL VINSON war fighter and succeeded. Although past the mandated TCD, CS-5 personnel worked closely with Space and Naval Warfare Systems (SPAWAR) representatives and contractors to complete the complex installation of the Global Command and Control System (GCCS-M). Initiating, drafting, and implementing an Integrated Systems Test Plan, this talented division ensured the GCCS-M system and its peripherals met or exceeded performance specifications. As the lead division for the ship's micro and miniature repair facility, CS-5 saved the Navy an estimated \$315,000 by making shipboard repairs to failed electronic circuitry.

SURVEILLANCE AND CONTROL DIVISION (CS-6)

CS-6 led the Combat Systems Post PIA effort and achieved 100 percent availability of all radar systems throughout COMPTUEX and RIMPAC '98. Demonstrating relentless determination and unparalleled technical expertise, they performed depot level maintenance in the pier side replacement of the AN/SPS-67 radar antenna. By completing this project without outside assistance, the Navy saved over \$10,000. The system was restored 48 hours ahead of schedule thus permitting CARL VINSON to get underway on time and fully mission capable. The CSRR test director noted CS-6 division's tenacity and cited them for "the fewest discrepancies ever noted on a CVN."

SELF-DEFENSE SYSTEMS DIVISION (CS-7)

Through diligence and good old fashioned hard work, CS-7 ensured all self defense weapons systems were ready to fully support the ship's mission. The three dual NATO Sea Sparrow Missile systems performed flawlessly throughout 20 tracking exercises, 52 detect-to-engage sequences and two live firing exercises in which direct skin-to-skin hits were achieved. The ship's Self Defense Missile system greatly contributed to the superb performance of the ship during RIMPAC '98 when no hostile aircraft was able to penetrate CARL VINSON's blanket of defense. The four Close-in Weapon Systems (CIWS) fired a total of 9,600 rounds safely, on time, and on target during numerous Pre-action Calibration Firings while five of five towed target exercises were successfully detected and engaged during various exercises.

COMMUNICATIONS MAINTENANCE DIVISION (CS-8)

CS-8 ensured unsurpassed C4I connectivity to CARL VINSON, embarked staffs and Air Wing throughout this competitive year. With the "can do" attitude that is their hallmark, CS-8 division identified and corrected system anomalies in addition to coordinating equipment performance up-grades to Challenge Athena, WSC-6 Super High Frequency and Extra High Frequency systems prior to RIMPAC/JTFEX-98. The CSRR engineers cited the Portable Communications Workcenter as being in the highest state of equipment and personnel readiness ever witnessed. The monthly COMNAVAIRPAC Combat Systems Bulletin singled out CARL VINSON's test equipment program as the "Fleet Model" and encouraged all CVNs to follow our lead.

C4I INSTALLATIONS AND UPGRADES DURING FY-98

The maintenance and information system branches' abilities and talents were clearly demonstrated throughout every evolution during the competitive cycle but were showcased during the following C4I upgrades and installations.

- Naval Automated Modular Communications System II (NAVMACS II) Upgrade. USS CARL VINSON was the first carrier to test version 2.1.12.17 "SMTP" enhanced NAVMACS software. Our technicians and operators identified strengths and weaknesses but their greatest contribution lie in proposing solutions to correct deficiencies. Not only did CARL VINSON volunteer to install and test the January 1999 NAVMACS II software upgrade, we were requested "by name" to assist.
- Navy Extremely High Frequency Communications Controller (NECC) Installation - Enhanced the ship and Battle Group's ability to distribute information by automating the dissemination of Air Transfer Officer and Message Dissemination Utility data to NECC/EHF equipped units.
- JMCIS-98 Installation - Project comprised 100 initial drops with 25 workstations actually installed. CSD personnel upgraded and loaded software on 53 additional workstations for a final total of 78 JMCIS-capable computers. The team went on to install JMCIS drops in every ready room and CAG administration offices thus providing an enhanced capability to the Carrier Air Wing Commander and embarked squadrons. A secret web server was set up to share information between the Battle Group, embarked staffs, Air Wing, and ship's company.
- MULTI-MEDIA TERMINALS (MMTs) Installation - Four stations were created which provide point-to-point communications between staffs located afloat and ashore.
- BGIIXS II - Enhanced the USW Commander's ability to exchange data with submarines and surface ships attached to the Battle Group.

CHAPLAIN DEPARTMENT

The Ship's Library, sponsored by the Chaplain Department, made great strides in accommodating the needs of the 5,500-strong embarked crew. We brought on line new services, equipment and programs to further the educational needs of the crew.

Hardbound collections are available to the crew in a sizable circulation area of the Library. An innovative library software program, listing the entire Library's collection of books and other reference material, is available on two computer systems. Included in the listing are over 8,300 hardbound books of fiction and non-fiction, 385 musical CD's, 200 educational and entertainment CD's, 50 educational videos, 40 audiocassette tapes, and 90 magazine subscriptions.

Most notably, the Library now serves as a multi-media center, which provides 12 Pentium computer workstations and an associated server. Five multi-media stations, with three more coming on line, have WWW access and e-mail accounts for the crew's use. The Library also has 3 VCR/TV combinations for the crew to view movies or videos received from home. Four additional general access computer systems support crew members in providing educational and entertainment packages.

CHAPEL

The Ship's Chapel provides comprehensive religious programs, providing services for 11 faith groups. Various Worship Services are offered daily, weekly or biweekly, in order to meet the needs and schedule of the crew. The three Chaplains' Faith Groups are Roman Catholic, United Methodist, and Christian and Missionary Alliance. Lay Readers from other faith groups offer the following religious services: Seventh Day Adventist, Latter Day Saints, Church of Christ, International Church of Christ, and Shabat Jewish Worship.

Morning Devotions and Noon Intercessory Prayer are offered daily, inport or underway, affording crew members the opportunity to develop a regular prayer life. Marriage and Family Life, and spiritual growth video seminars were shown to over 400 Sailors, including "Hidden Keys to Strong Families," "God and the Military," and "30 Days to a Strong Family." Innovative and revolutionary shipboard Bible Studies and Fellowships include: "Women Disciples in Scripture," "Seven Deadly Sins" study, "Praise, Encourage, Pray, & Party" (PEPP), "Sunday with Solomon: Love, Sex, Marriage, and Romance" Bible Study Breakfast, Discipleship Bible Study, Ezekiel Study, "Man to Man: Things Men Don't Talk About" study, and various seasonal videos.

The Chaplain Department has voluntarily and aggressively expanded far beyond the bounds of formal services. All Chaplains spent hundreds of hours canvassing the ship, reaching out to all personnel by visiting them in their spaces. If only to stop by for a minute to share a smile and say hello, the Chaplains have steadfastly boosted morale by taking a moment to listen to the needs of the crew. A dry-erase board on the mess deck routinely informs crew members, marquee style, of Command Religious Program activities. Evening prayers were offered nightly, underway. Prayers for every edition of The Eagle were submitted on a rotational basis. The comfortable space of the Chapel supports 40 people and accommodates a variety of worship needs, with an open and multi-purpose design. The Forecastle and First Class Mess were also used to hold services, depending on the schedule and volume of space required.

DECK DEPARTMENT

CARL VINSON Deck Department turned in a stellar performance during 1998. Beginning with an aggressive work-up cycle from TSTA I to FEP, through COMPTUEX, INSURV, RIMPAC '98, and culminating in WESTPAC 98/99 deployment to the Arabian Gulf, Deck Department consistently maintained the highest of material readiness conditions, and ensured a safe and full mission capability.

In 1998, CARL VINSON participated in 21 underway replenishments, the safe and efficient transfer of over 16,300,000 gallons of fuel, 11 cargo UNREPS, consisting of 996 lifts and nearly 2000 pallets of stores, a personnel highline transfer and a major ammunition on-load and off-load. Overcoming less than favorable seas for both personnel and equipment, fuel was successfully delivered from CARL VINSON to a U.S. Navy destroyer; five precision anchorages and 32 Sea and Anchor details were safely and efficiently performed in a multitude of Eastern and Western Pacific locations. Finally, Deck Department conducted numerous launches and recoveries of RHIB's, the Captain's Gig and the Admiral's Barge; all without incident.

Deck Department's Side Cleaners team maintained a superb standard in ship's preservation, while meeting stringent Washington State anti-pollution requirements. While in port Hawaii during RIMPAC '98, they coordinated a ship-wide effort to paint and preserve the USS MISSOURI, following her transit from the Pacific Northwest to her permanent berth at Pearl Harbor.

ENGINEERING DEPARTMENT

Damage Control (DC) readiness played a vital role in an intense work-up towards becoming the Ready Carrier and ultimately during WESTPAC 98/99. In the pursuit of excellence, enormous effort was expended in preparation, training, and material readiness improvements.

CARL VINSON maintained a highly proficient and well trained Damage Control Training Team (DCTT). Throughout the year, this "all volunteer" organization planned, coordinated, and executed over 41 comprehensive inport and at-sea General Quarters Drills. Their efforts helped prepared the crew and repair lockers for TSTA I, II, III, RIMPAC '98, Battle Group Sustainment and WESTPAC 98/99. CARL VINSON's DC efforts not only impressed the Afloat Training Group evaluators throughout the entire turnaround training cycle, they also vastly improved the DC awareness of all embarked.

During the INSURV, DC personnel conducted the successful testing of 20 Aqueous Film Forming Foam (AFFF) systems. Material condition efforts were so successful that the number of watertight door discrepancies identified was two-thirds less than any other aircraft carrier INSURV on record. Inspectors remarked that it was the most successful testing evolution they had seen in years. Also, 14 electrical submersible pumps were presented with 100% operability; a first for any aircraft carrier INSURV.

The DC personnel constantly pushed for a high level of readiness in the total inventory of DC equipment. To do this, they performed 60 AFFF and Counter Measure Wash Down (CMWD) improvements and deficiency corrections. They repaired three 12 inch critical firemain components and overhauled 40 solenoid operated pilot control valves. Over 300 feet of activation cable for the CO2 flooding systems were replaced prior to INSURV. With the assistance of the Carrier Engineering Maintenance Assistance Team (CEMAT), 124 watertight doors were overhauled and restored to original condition. The Flight Deck AFFF system certification process was completed with the grade of "Excellent." The CMWD system was successfully demonstrated and exceeded designed flow delivery expectations.

DC Division, with the assistance of CEMAT, overhauled and upgraded all 20 AFFF mixing stations, including the upgrade of all solenoid operated pilot valves and by-check valves. This greatly improved CARL VINSON's capability to provide continuous AFFF to all main spaces, reactor machinery spaces, feed control rooms, coolant turbine generator rooms, flight deck sprinklers and hose reels. Additionally, ship's force also rebuilt all AFFF flow control valves.

The DC organization supported the Reactor Department in preparation for the Operational Reactor Safeguards Exam (ORSE). This included the participation of the Gold Eagle Flying Squad and Rescue/Assistance Detail in numerous propulsion plant fire and flooding drills. The ORSE Board complimented the Gold Eagle Flying Squad as the "best they had ever seen" and commented that the Gas Free Engineer was superb.

Division also maintained a close working relationship with Air Department, with regards to JP-5 fuel storage and aircraft distribution, as related to its effect on list and draft.

Throughout the year, the DC organization maintained 10 DC lockers and 25 unit lockers in constant readiness during an intense training and inspection schedule. Five of the 10 repair lockers were completely renovated, facilitating even quicker distribution of equipment and easing the problems associated with equipment inventory.

The CARL VINSON Fire Marshal organization stayed actively involved in the prevention of fire fighting and gas free hazards. They responded quickly and efficiently to meet the needs of contractor and ship's force work, processing 1653 Hot Work Chits and 389 Gas Free Chits, in support of the ship's ongoing maintenance plan.

Vital damage control procedural documents, such as the Chemical Biological Radiological (CBR) Bill, Main Space Fire Doctrine, General Emergency Bill, Toxic Gas Bill, Darken Ship Bill, Environmental Pollution Control Bill, At-Sea Rescue and Assistance Bill, Duty Fire Marshal Bill, Gas Free Bill and Standard Operating Instructions were all updated and incorporated the ship's newest tactics and system modifications. This greatly enhanced the awareness and overall effectiveness of Damage Control training.

Finally, the entire DC Division assisted in several sensitive and publicized projects supporting CARL VINSON's environmental mitigation program. These included fish ladder foundation repair and beach tidal zone restoration projects. This effort was estimated as a \$600,000 value, which benefited the community and set a precedent for other commands to follow.

In 1998, Engineering Department led the charge in CARL VINSON's comprehensive preparation to both assume the duties as the Ready Carrier and to deploy. Displaying self sufficiency, foresight and ingenuity, Engineering Department completed an enormous array of tasks vital to CARL VINSON's combat readiness, material condition and training. Throughout the intensive work-up schedule, (including TSTA I, II, III, FEP, INSURV, Carrier Qualifications, Joint Task Force Exercise, RIMPAC '98, ORSE and deployment to the Arabian Gulf, the Engineers maintained an impressive overall level of readiness, and enthusiasm.

Engineering Department maintained a consistently high level of productivity in the area of maintenance. Preventive maintenance was evaluated as highly effective during the recent 3-M Inspection. The department achieved a Recorded Accomplishment Rate of 92.7%. Corrective maintenance was aggressive, and complete. In 1998, corrective maintenance involved the complete overhaul or partial repair of the following:

- 12 aircraft elevator stanchion assemblies
- Five 36 inch capstan brake assemblies
- 28 aircraft elevator lockbars and trip bolt assemblies
- All four Sliding Padeyes
- Number 3 conveyor tail plate assembly

- Numbers 3 and 8, 363-ton Air Conditioners
- Number 3 Refrigeration Plant
- HP air reducing manifolds in number 1 and 3 Aircraft Elevators and numbers 1, 2, and 3 Catapults
- Number 3 Plastic Waste Processor pump and 2 drive assemblies on Plastic Waste Processors (all with no COSAL support)
- Number 5 Air Conditioning Plant motor controller
- Degaussing System
- Four of six Special Frequency Motor Generators
- 25 Aircraft Electrical Service Stations
- 35 various electric motors rewound

AUXILIARIES DIVISION

Along with these overhauls, Auxiliaries Division accomplished many routine and emergent repairs. A freon cleaning system leak in Number 4 Air Conditioning Plant was expeditiously repaired. With assistance from CEMAT, the Engineers replaced all of the aft freezer piping. They installed and maintained all upgraded safety features associated with four aircraft elevators, with very little down time. The division also removed and rebuilt the sea chest suction valve and saltwater strainer on the Captain's Gig.

The Catapult Shop maintained 100% catapult availability. To do this, they accomplished 15 piping repairs to the catapult steam system, meeting every requirement to maintain catapult service and support flight operations. During the Pre-Overseas Movement (POM) period, the Valve Shop repacked 120 valves and replaced pressure seal rings (silver seals) in 14 valves.

The Hydraulics Shop discovered a discrepancy with the PMS and technical manuals for the cable tensioning of aircraft elevators. With Naval Sea Systems Command (NAVSEA) assistance, the problem was verified and reduced to a course of action. Corrective action included readjusting the cable tension on all aircraft elevators, as well as submitting a change to the correct PMS and related Technical Manuals. This was a significant and previously unidentified hazard, and the resultant Technical Manual change, ultimately affected all Nimitz Class aircraft elevators.

ELECTRICAL DIVISION

Electrical Division completed 1,107 Trouble Calls on various lighting and receptacle serving circuits, greatly improving crew morale and living conditions. Another "E-Div" project was the transformation of two underutilized spaces into two new training classrooms. They inspected over 1,200 pieces of personal

electronic equipment on a near 24 hour, walk-in basis. The electricians also performed the expeditious rewinding of a reactor dirty drain pump motor and several vent fans, allowing the ship to get underway and meet all assigned missions. Finally, they completely overhauled Flight Deck Lighting Systems in support of Air Wing flight operations, including the homing beacons, deck edge, runway, centerline, bow-athwartship, vertical drop-down, and the Flight Deck Flood Lamp Lighting Systems.

REPAIR DIVISION

Repair Division completed weld repairs to over 500 piping systems, including Collection, Holding and Transfer (CHT), AFFF, CMWD, and Main & Auxiliary Steam Systems. They assisted in the renovation of five Repair Lockers. These renovations significantly reduced the time required for Fire Fighters to report "Manned and Ready." Additionally, they assisted in the replacement of hangar bay sprinkler system piping, greatly increasing overall system reliability. In particularly short order, they made repairs to 22 salt water reducing stations, which included the replacement of all salt-water strainers, replacement of cutout valves, gauges, and pressure relief valves.

Working outside their rate, CHT Shop personnel completely disassembled and repaired two malfunctioning CHT pumps, restoring them to full service, with very little disruption to the crew. The CHT Shop also repaired over 20 CHT System diverter and scupper valves, remotes and linkages. Finally, the Machine Shop provided services for over 2,150 work requests to manufacture parts, engravings, fittings for valves, and shafts for various motors and pumps.

While supporting CARL VINSON's needs, the Engineering Department worked concurrently as part of the Battle Force Intermediate Maintenance Activity (BFIMA) team. This included the rewinding of three motors for Battle Group assets. The Locksmith Shop provided expert locksmith services to the entire Battle Group, cracking over 40 previously unusable safes and re-keying numerous cipher door locks.

In 1998, Engineering Department personnel repaired several critical structural components, meeting standards normally met while relying on external technical assistance. During two separate intense underway periods for CQ, CARL VINSON sustained severe structural damage to a CIWS mount sponson while transiting in heavy seas. The Shipfitter Shop performed emergent structural repairs to the sponson, so that CARL VINSON could continue on speed to fulfill the mission, return to port on time, and avoid any further damage.

During FEP, the CIWS mount required repairs not previously performed underway, but Engineers still provided incredible welding services to repair a broken CIWS internal component. This depot level repair involved several CARL VINSON work centers who ultimately returned the CIWS mount to full mission capability, in less than a day.

Emergent repairs were also conducted on the port anchor windlass, brake assembly and port steering Automatic Bus Transfer, again preserving long anticipated integrated underway turnaround training.

In August, just prior to the Family Day Cruise, a CHT tank suction valve became inoperative. CHT Shop personnel manually pumped in excess of 20,000 gallons of CHT, in order to facilitate repairing the valve. Without this decisive action and last minute repair, the long awaited Family Day Cruise and related schedule of events would have been in serious jeopardy.

The Engineers supported a wide range of work to improve crew morale and shipboard quality of life. There were simple fixes like installing an AERCO water heater, overhauling two flat work irons and installing a re-circulation pump in Ship's Laundry. There was also more difficult work. The Engineers refurbished the Gold Eagle Laundry by replacing plumbing and ventilation, and adding 18 new commercial washers and dryers. The Shipfitter Shop completed over 300 requests during 1998, to upgrade and improve various workcenters and crew quarters. The CHT shop hydro-blasted seven CHT System Zones, drastically improving the system efficiency.

Expert carpentry services were provided in the manufacture of picture boards and plaques for visiting dignitaries, as well as prompt engraving services for the crew. There were some 4,000 requests fulfilled for engraving services, such as safety signs, label plates, plaques, name tags, retirement boards, awards, and more.

As COMCARGRU THREE's Flagship, modifications to 14 Flag Spaces were accomplished prior to their moving on board, including 22 repairs to safes and the installation of a new War Room conference table.

The Engineering Department coordinated and supervised eight upkeep periods. Under the continuous maintenance concept, over 1,600 repair actions by Puget Sound Naval Shipyard, Intermediate Maintenance Activities and the Supervisor of Shipbuilding were processed, tracked and completed. These repair actions kept the CARL VINSON prepared for every underway, and every assigned mission.

The Engineering Department's Maintenance Office also coordinated Ship Alterations (SHIPALT) in the following areas: weapons elevator controls, RHIB davits, hangar bay divisional doors and the Aircraft Electrical Starting System (AESS). The Maintenance Office also arranged for the repairs, service changes and modification of the following systems: all catapults, arresting gear, aircraft elevator lockbars and stanchions, jet blast deflectors. It arranged for the non-skidding of the flight deck and all the hangar bay approaches, and the installation of a new ventilation filter cleaning modifications. In addition, the Maintenance Office meticulously tracked over 170 CASREP, from the Initial Report through Reports of Corrective Action completed. Most notable of these include the repair of #4 Aircraft Elevator and the restoration of 4A Shaft Alley.

During a robust 1998 schedule, the Engineers participated in several high level inspections and audits. At the completion of TSTA II, the Engineering Training Team was evaluated to be at the FEP level. All Competitive Engineering (MOD engineering drills) Exercises were completed. CARL VINSON is the first Pacific Fleet Aircraft Carrier to receive a grade of "Excellent" during COMNAVAIRPAC's Quality Assurance Audit. During INSURV, Auxiliaries Division had only 88 discrepancies - the best recorded such performance of all Pacific Fleet Aircraft Carriers.

LEGAL DEPARTMENT

The Legal Department's primary mission in 1998 was three fold: (1) to maintain security, good order and discipline; (2) to provide legal services to the command, crew, and embarked Air Wing; and (3) operation of the Gold Eagle 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 Air Wing over a wide variety of issues, and embarked upon an aggressive electronic tax filing program. L-1 directed 10 Line of Duty and Command Investigations; handled 10 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 over 200 civilian criminal actions; responded to claims of spousal and family non-support; and coordinated the legal training of the command and Air Wing on numerous legal topics. The division processed over 500 non-judicial punishment report chits, 65 summary courts-martial, 2 Article 32 Investigations, 2 Administrative Separations Under Other Than Honorable Conditions in Lieu of court-martial, 9 special court-martial, 2 general

court-martial, 155 Administrative Discharges, 10 Administrative Discharge Boards, 1,550 Notaries, 1,300 Powers-of-Attorney, 250 Legal Assistance cases, and 6 Command Investigations.

L-2 Division provided internal ship's physical security, including brow inspections and military working dog (MWD) inspections; provided security for over 210 special evolution's and command functions and conducted ship-wide physical security surveys. Upon the downsizing and future deactivation of the embarked Marine Detachment, L-2 assumed all duties as the Special Operations Response Team (SORT), an armed response force providing security to the ship and its crew. L-2 also managed the restricted berthing; responded to over 2,200 calls for service, conducted investigations and prepared Incident Complaint Reports; liaison with the NCIS Resident Agent Afloat and both local and foreign law enforcement authorities, administered the command urinalysis program with over 6,450 samples drawn and packaged for testing with a 99.0% discrepancy free record; registered personal property belonging to crew members; welcomed and processed ships visitors and contractors; administered the command Crime Prevention Program; provided departmental training, including the shipboard Police Academy developed to train rotating TAD security personnel. L-2 Division processed 110 Incident Complaint Reports, involving 18 assaults, 24 larcenies, 84 unauthorized absentees, and 11 drug related cases. L-2 also processed 1,752 lock cuts for crew members and registered 1,041 items of personal property. The division issued passes to over 12,899 visitors and 4300 contractors. L-2 processed and managed 298 restricted personnel. They also conducted 9 command authorized Military Working Dog inspections to include the searching of 8 spaces and 1,488 bags. L-2 conducted over 160 scenario-driven security drills, 41 physical security surveys, 14 Police Academies of 56 hours each, and provided over 1400 man hours of additional security and general military training. The successfully completed the Command, Third Fleet Anti-terrorism/Force

Protection Security Exercise, easily defeating all opposing forces. Additionally, the Security Force implemented THREATCON A-Plus measures in response to terrorists actions abroad.

L-3 division safely operated the ship's Brig in accordance with current instructions. The Gold Eagle Brig passed its annual CINCPACFLT inspection with zero discrepancies and was declared the "best brig in the Pacific Fleet" by the inspector. The staff also provided prisoner escorts to and from courts-martial, and prisoner appointments; coordinated confinement in-processing of 34 courts-martial prisoners, and 26 bread and water prisoners.

MEDICAL DEPARTMENT

The Medical Department continued to provide exceptional care for our Sailors during a challenging year, near unprecedented in its accelerated operational tempo.

Volume indicators only tell part of the story. Over 35,000 outpatient visits ultimately required over 100 inpatient hospitalizations. Underway, the real proof of capabilities was demonstrated in the support provided to the CARL VINSON Battle Group. Best exemplified by the six nation exercise, RIMPAC '98, CARL VINSON's Medical Department coordinated, implemented and managed the medical care and emergency services throughout the three week, 50 ship, 250,000 service member exercise. Characterized by the Fleet Surgeon as the "safest RIMPAC ever," Main Medical's objectives were to provide full service medical care, decrease the morbidity with an emphasis on accident and injury prevention, and provide for the safe and expeditious return of all patients to duty.

PHYSICAL THERAPY

CARL VINSON is the first aircraft carrier to have a fully staffed and supported Physical Therapy and Rehabilitative Center. Partnered with MWR and modeled after existing Medical Treatment Facilities (MTFs), this service has been pricited adjacent to the Fitness Center and to offer all the current modalities of sport's medicine.

Augmented by two highly trained and experienced Physical Therapy technicians, they are among the first physical therapists to be assigned to an aircraft carrier, and treated 150 patients in their first month of duty. To further demonstrate the operational impact the physical therapist has, three patients were retained on board that otherwise would have been lost to Medical Review Boards. This service has allowed the CARL VINSON Medical Department to keep 40 patients embarked, who otherwise would have been transferred to local military hospitals. Moreover, this service has saved the ship hundreds of man-hours and TADTAR spent in off ship travel for consults, therapy and follow-up appointments.

MENTAL HEALTH

For the first time in the history of Navy Medicine, clinical psychology has been detailed to the deck plates. In 1998, CARL VINSON was one of five aircraft carriers to augment their Medical Department with a clinical psychologist. In the two and a half months that the psychologist has been aboard, a dozen patients professing to be suicidal were evaluated, treated and, more times

than not, returned to duty. This service has not only served to maximize readiness for the command, but has also helped save tens of thousands of dollars in unplanned medical evacuations. In addition to this service, the psychologist serves as a Global Supervisor for the Alcohol Treatment Program. With oversight from the psychologist, CARL VINSON Counseling and Assistance Center obtained BUMED approval to offer Out Patient and In/Out Patient programs, another first for a deployed platform. The first class convening date was December 5, 1998. For the 18 Sailors requiring treatment, and from now on, Sailors can receive the necessary psychological care, without delay.

RADIATION HEALTH

The Radiation Health Program continues to find ways to better improve the way we do business. A computer program was developed that allows the Radiation Health Officer to input medical data into a Microsoft Access form and transfer that data to a Standard Form 88 (Report of Medical Examination). This program produces a neat, virtually error free physical examination form in about one tenth the time it would take to type the form manually. A computer generated Standard Form 600 was also developed for Radiation Worker Qualifications, which also improves the accuracy of the qualifications database. These innovative methods enhanced the reliability of documentation and verification for the Radiation Health Program and figured prominently in the latest ORSE inspection of November 1998. RADCON Control, of which the Radiation Health Program is a large part, received a grade of ABOVE AVERAGE during the ORSE.

COMMUNITY RELATIONS

During 1998, in conjunction with Naval Hospital Bremerton, Madigan Army Medical Center, and McChord Air Force Base Branch Medical Clinic, the Medical Department led the effort in a superb, command-wide blood drive. This result was the collection of over 376 units of whole blood, through a series of three extremely successful blood drives. As an added benefit, this added hundreds of screened and approved donors to our Walking Blood Bank. Finally, and despite a most deserving OPTEMPO, Medical Department personnel voluntarily gave of their off duty time participating in two Pacific Beach clean-up projects in the Bremerton area.

TRAINING

This past year was a robust one for Continuing Medical Education. Over 1,000 crew members have been trained in basic First Aid, with another 325 becoming certified as CPR Providers. Ten staff members from the Medical Department attended onboard Advanced Cardiac Life Support (ACLS) Certification, bringing our

cadre of ACLS Certified Providers up to 12. An additional 272 shipmates were trained in Basic Life Support, and two Medical Corpsman completed basic EMT training. Education has not been entirely clinical. There have been 32 hours of SAVI training and 104 hours of Terminal Area Security Officer (Windows NT) training, as well. One Preventative Medicine Technician attended a 232 hour Pest Management Course and the Independent Duty Corpsman (IDC) attended a 48 hour IDC Conference. The Bio Medical Electrical Technician attended a 40 hour certification course on the Maintenance of Vital Sterilization Equipment. The Medical Department itself has spent 10 hours on PAC 8 wounds, 30 hours on Sick Call procedures, 30 hours on advancement study and 10 hours on CPR training.

EQUIPMENT PROCUREMENT

The Medical Department has been resourceful in saving over \$200,000 in equipment repairs, replacement costs, medications expenditures and consumables. These savings were realized by obtaining excess medical materials and consumables from decommissioned surface ships, submarines and shore treatment facilities. Through innovative use of the Internet, excess material was provided after studying Navy, Army and Air Force advertisements on the Navy Medical Logistics Command's Home Page. This material included, but was not limited to, an operating room table, portable diagnostic ultrasound unit, Miller Boards, Neil Robertson stretchers, oxygen saturation monitor, IV fluids, two electric hospital beds, and an X-ray identification-imprinting camera.

Excess Equipment list:

IV Pumps (7)	\$11,200
OBGYN Ultra sound	\$18,000
RGM Monitor	\$21,000
Physical Therapy U/S	\$4,500
Portable SAO2 Monitor	\$1,295
Patient Controlled Analgesia (2)	\$2,500
Vital Signs Monitors	\$11,000
Centrifuge	\$1,200
Hospital Beds (3)	\$10,500

Excess medications, consumables:

Grounding Pads	\$150
Prep Trays	\$400
Nicotine Replacement	\$750
Zoloft	\$5,900
Zofran	\$350
Other medications	\$18,000

Excess Equipment (from decommissioning ships):

Propaq Vital Signs Monitors	\$2,500
-----------------------------	---------

OR equipment	\$80,000
Bear 3 Ventilators (2)	\$6,000
Stretchers (14)	\$2,800
TOTAL:	\$200,000

VISITING PROFESSIONAL SUPPORT

In order to improve the level of care provided to CARL VINSON crew members, the Medical Department staff solicited the assistance of several medical specialists to embark during brief underway periods. This invaluable support entailed Engineers from SPAWARS and John Hopkins University's Applied Physics Laboratory (telemedicine and VTC), Dieticians from Naval Hospital Bremerton (weight control, wellness, alcohol and nutritional counseling, and menu review), Veterinarian Specialists (Preventive Medicine), Audiologists, Physical Therapists, and Pharmacists (all from Naval Hospital, Bremerton).

GOLD EAGLE HEALTH PROMOTION

Gold Eagle Health Programs have set the standard for the aircraft carrier fleet. In winning the Bronze Anchor Award in Health Promotion in 1998, and with the guidance of the multi-disciplinary Health Promotion Council, numerous innovative and far reaching programs are now tailored specifically to the needs of Health Promotion for the crew. For example, the procurement of the Bio Analogics™ Body Composition System has enabled crew members to obtain baseline body composition testing and analysis. Body fat, lean muscle tissue, target weight, and basal metabolic rate are established and subsequently tracked.

With the assistance of the specific software, comprehensive classes on aerobic training, weight training, nutritional counseling and follow on measurements, individualized assessments have become a matter of routine. The phenomenal success of this physical wellness program is attributed to a dedicated cadre of fitness instructors, Health Promotion coordinators, a physical therapist, physical therapy technicians, and seven trained aerobics instructors. In fact, the creation of the first ever aircraft carrier sited Physical Therapy and Wellness Training Center, located adjacent to the aerobic gym, is a stand alone, state of the art physical therapy suite. It is completely dedicated to sports and occupational injuries of the crew. The phenomenal success of this rehabilitation center has been further enhanced via a creative and flexible partnership with MWR.

To focus on the other aspects of Health Promotion, The Gold Eagle Wellness Council has implemented "Six Months to a Better You" program for WESTPAC 98/99. Once enrolled, crew members

customize their strategies for returning from a six month Arabian Cruise more physically, emotionally, intellectually, and spiritually fit. The emphasis is on goal setting, personal success, and maintaining a healthy lifestyle. To keep "Six Months to a Better You" on the forefront, "Wellness Wednesdays" provide on-site training to individual departments/divisions. Additionally, wellness information displays, set up each Wednesday afternoon, allow crew members to experience hands on training on important health and wellness issues and topics. 15 minute sessions pass along techniques designed to alleviate stress, promote relaxation and self healing. Over one hundred crew members have already been exposed to this pioneer program.

NAVIGATION DEPARTMENT

1998 has been one of the most operationally active and rewarding years of record for the CARL VINSON Navigation Department. The Navigation Team finished an extremely demanding work-up cycle with rock solid performance throughout TSTA I/II/III/FEP, CMPTUEX, RIMPAC '98, Battle Group Sustainment Phase and WESTPAC 98/99. The high 1997 OPTEMPO carried over into January 1998, in SOCAL, for the purpose of honing FRS CQ skills. From February to April it was back to sea again to complete TSTA/FEP and INSURV, where the Navigation Department received OUTSTANDING and perfect 4.0 evaluations, respectively. May, again found the team fulfilling FRS CQ duties, and from June through August, it was time to work the Hawaiian OPAREA, with multi-national forces during RIMPAC '98 and JTFEX. Late August found us off the Washington coast receiving our final major weapons on-load, and in late September, back to SOCAL for CARL VINSON, Carrier Air Wing ELEVEN, and Battle Group Sustainment Operations, including a most successful Navigation Check Ride. The Navigation Department got us underway on 6 November for a six month Western Pacific/Northern Arabian Gulf Deployment, with the Navigation Team meeting every commitment in a transit plan that unexpectedly changed, almost daily, throughout the Battle Group's transit of the Pacific. Listed below are only some of the highlights for the 1998 CARL VINSON "Nav Team."

Major Details:

- 40 Sea/Anchor Details
- 28 Underway Replenishment Details
- 80 Hours Alongside Time
- 31 Approaches
- 8 Anchorages
- 15 Restricted Strait Transits:
- Juan de Fuca

- Mallacca
- Hormuz

Major Anchorages:

- Hong Kong
- Singapore
- Bahrain Bell, Bahrain
- Coronado Roads, CA
- Manchester, WA
- Smith Island, WA

Entering Port Pierside:

- Bremerton, WA
- Port Hadlock, WA
- San Diego, CA
- Pearl Harbor, HI

The Navigation Department demonstrated ongoing commitment to getting the most out of each and every training opportunity, maintaining both currency and proficiency in a multitude of mission critical and challenging qualifications. Without compromising one of the most challenging watch qualifications in the fleet, Navigation took full advantage of the schedule and qualified 13 Officers of the Deck/Underway.

OPERATIONS DEPARTMENT

Across the board in Operations, the goal is to always strive for a higher state of combat readiness, by anticipating the needs of every mission. CARL VINSON stands ready to safely conduct combat operations, just say the word.

AIR OPERATIONS

Air Operations successfully completed Carrier Air Traffic Control Center (CATCC) Team training at Naval Air Traffic Training Command Pensacola, earning the highest average grade on both the written and practical tests among all the Fleet CATCC Teams. 1998 missions included:

- Three Carrier Air Wing ELEVEN Carrier Qualification (CQ) periods
- Two Fleet Replacement Squadron Carrier Qualification (FRSCQ) periods
- Tailored Ship's Training Availability Phases I, II, and III (TSTA I/II/III)

- Final Evaluation Phase (FEP)
- Competitive Training Unit Exercise (COMPTUEX)
- Intermediate Training Assessment (ITA)
- RIMPAC '98
- WESTPAC 98/99
- Operation DESERT FOX

CATCC also participated in Family Day Cruise '98, flawlessly executing Flight Operations in the close confines of available airspace in the Strait of Juan de Fuca. Statistics:

- 7610 Aircraft sorties (4,702 day/2,908 night)
- 7302 Arrested Landings (5,226 day/2,076 night)
- Pax: 2154/Mail: 77,000 pounds/Cargo: 177,000 pounds

CARRIER INTELLIGENCE CENTER

CARL VINSON's Intelligence Center (CVIC) led the Pacific Fleet in Battle Group and Air Wing intelligence related support. The combined efforts of the Carrier Intelligence Center, Ship's Signal Exploitation Space (SSES) and the Photo Lab contributed to the outstanding accomplishments of the entire turnaround training cycle, the multi-national RIMPAC '98 exercises, as well as WESTPAC 98/99.

Praised by COMCARGRU ONE for its "impressive khaki leadership, enthusiasm, and wealth of experience," the CARL VINSON Intelligence Team displayed exceptional talent throughout the work-up cycle and was cited as "second to none" during RIMPAC '98. CARL VINSON's Multi-Sensor Interpretation (MSI) Officer was recognized as the Navy's expert on the Joint Service Imagery System - Navy (JSIPS-N) and was specifically requested to train the MSI centers of USS NIMITZ, USS LINCOLN and USS ENTERPRISE. His Standard Operating Procedures are now in place, Navy wide, and are taught at the Navy Marine Corps Intelligence Training Center (NMITC).

Consistently maintaining an M-1 Readiness rating, CVIC earned grades of 100% on Competitive Exercises for Indications and Warning, Tactical Imagery Exploitation, and Strike Planning.

Building on past innovations in automated information systems, CVIC successfully integrated 10 diverse C4I systems. These systems were installed and operational earlier in the deployment cycle than has been accomplished in any other CV/CVN in the Pacific Fleet. Although by-passed for a full IT-21 upgrade, CVIC personnel's collective initiative led to the creation of a like capability, and one praised by the primary users, for the remarkable "self help" technological leap forward.

Ship's force financed, acquired, and installed additional workstations to expand the classified Local Area Network (LAN), garnering numerous accolades from strike planners. This aggressive, proactive planning and implementation strategy ensured that a large, state of the art LAN was in place and operational, well prior to deployment. Aircrew were especially pleased with CVIC's imaginative "mini-LAN" with removable Top Secret hard drives, which allowed even greater flexibility in strike planning.

The CARL VINSON Intelligence Team was also responsible for a series of "firsts" over the past year. The CARL VINSON/Carrier Air Wing ELEVEN Intelligence Team developed the first Automated Debriefing Database (ADDB). This unique software program revolutionized the processing of debriefing information. By significantly reducing the Debrief Data Processing and Report Production Time, this tool has allowed Intelligence Officers to focus largely on the intelligence aspects of debriefing. COMCARGRU ONE stated, "The program should become a Navy-wide standard" and consequently, it was. Finally, CVIC personnel created an indigenous Bomb Hit Assessment (BHA) system at a fraction of the cost of similar existing systems in the Navy today. This proved invaluable in displaying to aircrew their Forward Looking Infrared (FLIR) and Weapons Systems video, as their assigned target lists must be continually and accurately updated.

CARL VINSON's SSES performance during the Inter-deployment Training Cycle (IDTC) resulted in very high praise from inspectors, evaluators, and senior intelligence community observers. Following SSES personnel's 1997 grade of OUTSTANDING during Combat Assessment of Readiness and Training Phase II (CART II), and after 1998's TSTA I/II/IIIIFEP, they produced the "best cryptologic play ever" in a COMPTUEX and ITA exercise. Technical expertise and dynamic management ensured continued connectivity during Multi-national operations in RIMPAC '98, having provided "aggressive and effective" collection and "high-quality reporting." The CARL VINSON cryptologic team was described "as the best to deploy in the last two years," as stated by COMCARGRU ONE Cryptologist.

The performance of CARL VINSON's Photo Lab has been unsurpassed during the last Calendar Year. Among some of the many accomplishments, Photo Lab personnel developed 130 rolls of camera film, 14,000 feet of Tactical Air Reconnaissance Pod System (TARPS) film, and 12,000 various photographs throughout COMPTUEX, ITA and RIMPAC '98, also supporting over 1,000 multi-national distinguished visitors and shipboard events. The creativity and skill of Photo Lab personnel was evident by the

eight CARL VINSON photographs which were selected for the "A Day in the Life of the Navy" issue of "All Hands" Magazine, more selected for print than for any other Command.

METRO

The Meteorological Division expertly provided vital tactical information to all elements of the CARL VINSON Battle Group in support of TSTA I/II/III, FEP, ITA, RIMPAC '98, and during WESTPAC 98/99. The team produced over 600 environmental, oceanographic, strike and Search and Rescue (SAR) forecasts.

CARL VINSON's METRO Team was selected to represent all afloat METOC offices at the Office of Naval Research Interactive METOC Conference on their ability to support the warfighter. They presented briefings to researchers and developers on the daily routine and operations of an embarked METRO Division, and were singled out by COMNAVAIRPAC as the highlight of the conference.

During the multi-national RIMPAC '98 exercise, the METRO Team participated in the testing and evaluation of a new tactical tool, Web Centric ASW Network (WECAN). The Team provided METOC products, which were an integral part of this interactive USW tactical Web Site.

CARL VINSON's METOC Division was the first to utilize SIIP 3.01, GFMP NT 2.0 and PC IMAT 3.0 software. These software packages allowed the team to deliver tactically significant METOC products to the Sea Combat Commander, more efficiently than ever before. Also stood up was a Battle Group METOC Home Page, which allowed warfare commanders, both ashore and afloat, access to near real time CARL VINSON METOC products.

During RIMPAC '98, METRO furnished the Naval Pacific Meteorology and Oceanography Mobile Environmental Team, embarked in USS ANTIETAM, with an Environmental/Upper Air Observer. This effectively served to proliferate CARL VINSON's METOC technology and extraordinary capability, throughout the Battle Group.

COMBAT DIRECTION CENTER (CDC)

CARL VINSON's Combat Direction Center (CDC) Team of 135 personnel was extremely successful throughout the entire Training/Work-up cycle, pre-deployment Battle Group Sustainment Phase and WESTPAC 98/99.

During COMPTUEX/ITA, COMCARGRU ONE commented "CDC watch teams and TAO's are outstanding. They are well trained and capable of

handling all duties required for ship's self defense and Battle Group operations. They are the best trained and most knowledgeable CDC watch team observed in memory."

The CDC Team regularly held Tactical Seminars with the Commanding Officer and Bridge Watch Standers. These seminars have greatly increased Combat Readiness by convening all departments, staffs, and watch standers, whenever required to prepare for the next training phase, and more importantly, to continually brief operations and events in the SEVENTH and FIFTH FLEET AOR's.

Because of reduced manning and lost billets in CDC, watch standers from various departments were cross trained as TOP Watch Officers, CDC Watch Officers, and as fully qualified Tactical Action Officer's (TAO).

Total 1998 Qualifications:

- 4 Tactical Action Officers
- 7 Ship's Weapons Coordinators
- 14 CDC Watch Officers
- 22 TOP Watch Officers
- 4 Piloting Officers

Consistently demonstrating exceptional leadership and training abilities, the Combat Systems Training Team (CSTT) conducted 54 General Quarters training scenarios. These evolutions were the cornerstone of the successful Final Evaluation Period, COMPTUEX, ITA, Fleet Exercise '98 (FLEETEX '98), RIMPAC '98, as well as deployment to the Arabian Gulf, for WESTPAC 98/99.

A variety of new carrier based C4I systems were installed in 1998. The new systems include SYS2/ACDS Level 10 software upgrade, UYK-20, Large Screen Display, CTAPS 6.0, JMCIS 3.0, and Auto-ID. The Battle Force Tactical Trainer (BFTT) was utilized during a three day Battle Group exercise that established initial connectivity between Naval Station, Bremerton and 32nd Street Naval Base. CARL VINSON's pre-deployment work up cycle and subsequent deployment allowed operators and technicians ample opportunity to gain and demonstrate exceptional competence in the tactical employment of all new equipment. All players, from E-1 to O-5 worked in unison to provide increased C4I capability for the ship, embarked staffs, and the entire Battle Group. These efforts resulted in an M-1 rating in Training and Readiness in all Warfare Areas.

Combat implemented innovative organizational techniques to meet the challenge of operational commitments, concomitantly with

a decreased number of assigned personnel. Two new organizational structures were developed in both the enlisted and officer ranks to ensure high levels of training and readiness. First, OI Division was separated into two groups: Air and Surface. An LPO was assigned to each area for administrative matters, and both LPO's report to a single Chief Petty Officer and Division Officer. This reorganization allowed Combat to operate with a single CPO in the division, and was initiated when an experienced Naval Aviator was needed as Assistant Air Operations Officer and TAO(UI). Secondly, Combat streamlined its administrative efforts by creating a Combat Administration Officer billet. This has provided a smooth flow of all operational and administrative functions, ranging from personnel evaluations, to tracking watch stander qualifications. This arrangement has afforded less experienced officers the opportunity to become familiar with the aircraft carrier environment, while pursuing and attaining TAO qualifications. TAO time to qualify has been reduced, on average, to eight months. Furthermore, throughout a five month period during which the Assistant CDC Officer billet had been gapped, the above billet structure proved indispensable.

DETECTION AND TRACKING (D&T) MODULE

The Detection and Tracking (D&T) Module completed three mission area training and readiness evolutions, resulting in a 98% average for all Competitive Exercises (COMPEX). These efforts ensured an M-1 rating for 10 of the 12 months in the grading cycle.

Recognized as the Battle Group multi-link experts, the CARL VINSON D&T Team coordinated exchange programs with Aegis and other Battle Group units to familiarize Track Supervisors in overall multi-link operations and management. This exchange program has paid substantial dividends with regards to data link quality, CVN Auto ID integration, and coordination between units. D&T personnel were instrumental in designing the Dual-Carrier Multi-Link Architecture practiced during RIMPAC '98. This architecture supported over 40 U.S. and multi-national ships, including the CARL VINSON Battle Group, Canadian, Chilean, Australian, Japanese, Korean units, as well as the BOXER ARG.

AIR WARFARE (AW) MODULE

The Air Warfare (AW) Module completed eight mission area training and readiness evolutions that resulted in a 99.25% average for all COMPEX evaluations. The AW Module's diligent efforts also ensured an M-1 rating for 10 of the 12 months in the grading cycle.

AW accomplished two flawless NATO Sea Sparrow live fire missile exercises against a Towed Drone Unit (TDU). Both missile

firings achieved direct hits, both were successful on their first firing attempt, and involved the use of both forward and aft mounts. The entire evolution took place in the Northern Operations Area off the coast of Washington, removed geographically from all inorganic operational and administrative support.

Additionally, the Close In Weapons System (CIWS) was also thoroughly exercised during the Turnaround Training Cycle. Two TDU live fire evolutions achieved COMPEX grades of 100%; another 16 perfect CIWS PACFIRES were conducted. All evolutions were conducted safely, achieved all training objectives and fully integrated all Combat Systems Fire Control Technicians.

SURFACE WARFARE (SUW) MODULE

The Surface Warfare (SUW) Module and Tactical Operations Plot significantly contributed to CARL VINSON Battle Group success during COMPTUEX, ITA, RIMPAC '98 and WESTPAC 98/99. The SUW Module was fully integrated into DESRON TWENTY THREE's Sea Combat Commander's concept. Additionally, the SUW Module's Mid-Summer installation of the GCCS-M, Over the Horizon Track Management System, provided a marked increase in the information flow to warfare commanders.

CARL VINSON excelled in 1998 as the Battle Group Electronic Warfare Control ship. During pre-deployment exercises; including COMPTUEX, ITA, RIMPAC '98, Joint Tactical Fleet Exercise (JTFEX), Battle Group Sustainment Phase and WESTPAC 98/99, an overall grade of 95.9% in 66 readiness and competitive exercises was attained. Through it all, CARL VINSON effectively integrated Navy EP-3J's, contracted Lear Jets, and Carrier Air Wing ELEVEN aircraft into its training regimen.

ELECTRONIC WARFARE (EW) MODULE

The EW Module aggressively attained M-1 readiness ratings in all Electronic Warfare areas. Overall readiness was significantly enhanced by several factors. First, the successful incorporation of the Embedded Training Signal Generator into tactical scenarios provided high caliber Electronic Order Of Battle simulations. Next, an effectively managed preventative maintenance program ensured that CARL VINSON deployed on WESTPAC 98/99 with the highest possible level of Electronic Warfare material and equipment readiness.

Additionally, the EW Module made regular use of both the EDIZ Hook and Point Loma ULM-4 SESEF ranges, in order to validate a Level 1 Operational Readiness for the AN/SLQ-32 (V) 4. This enabled the CARL VINSON to be the only aircraft carrier of late, to deploy with a fully operational WLR-1H (V) 5.

CARL VINSON's Tactical Support System Team (CVN-TSC) conducted numerous and highly successful exercises during the rigors of TSTA I/II/III, FEP, COMPTUEX, RIMPAC '98, FLEETEX '98 and WESTPAC 98/99. CVN-TSC personnel performed flawlessly during every evolution and achieved a 99.8% USW Readiness rating. CVN-TSC provided tactical and Safety of Flight briefs to Carrier Air Wing ELEVEN aircrew in support of over 200 flights, including those associated with THIRD FLEET's multi-national RIMPAC '98. Additionally, the CVN-TSC was the focal point for the real world prosecution of a submarine.

CVN-TSC conducted a comprehensive Test and Evaluation of the Joint Maritime Command Information System (JMCIS) version 3.1 with CVN-TSC Support System Software version 4.4.1.2 during RIMPAC '98. CARL VINSON is the first aircraft carrier to deploy with this C4I system. CVN-TSC, by working closely with the Combat Systems Maintenance Office, compiled an exhaustive list of software discrepancies for submission to Naval Undersea Warfare Center (NUWC) Keyport, WA. Module leadership established a close working relationship with hardware/software engineers, ensuring peak equipment maintainability.

CARL VINSON set the fleet standard for the integration of Sonar Technician personnel into the CVN-TSC. CARL VINSON Sonar Technicians, utilizing a modified training program, have established themselves as not only integral members of the CDC Team, but also as the NIXIE "experts."

STRIKE OPERATIONS

CARL VINSON's Strike Operations continued to maintain their high level of performance and achievement throughout 1998. From the beginning of CARL VINSON's work up cycle, through WESTPAC 98/99, Strike Ops coordinated and scheduled over 8,300 flight events, with a sortie completion rate of 94%.

By scheduling more than 200 departmental Readiness and Competitive Exercises, Strike Ops tracked and maintained data for all 17 major departments. Ensuring overall Primary Mission Area readiness was held at its highest possible level, the Command reported an overall M-1 rating in all areas, almost the entire year.

During RIMPAC '98, Strike Ops was instrumental in providing accurate and timely data to the Joint Forces Air Component Commander (JFACC). This close coordination ensured a flawless Air Tasking Order (ATO), as well as its timely dissemination. Strike Ops' effort guaranteed the seamless coordination and huge overall success of the six country, multi-lingual, multi-national RIMPAC '98 exercise.

With Strike Ops' recent upgrade to CTAPS version 5.2.2, Strike Ops ATO planning was integrated with the JMCIS and GCCS systems, allowing for a more efficient flow of information to Warfare Commanders. The implementation of IT-21 software and hardware allowed CARL VINSON Strike Ops to operate with unequaled efficiency in inter-service mission planning, an essential ingredient in today's Joint Battle Group Battle Space.

SUPPLY DEPARTMENT

The Supply Department met an extremely challenging year with old fashioned hard work, a willingness to look for and implement innovative change, and the close monitoring of financial and material accountability. With an energetic and enthusiastic work force, Supply expanded the range of services provided to the

Carrier Air Wing ELEVEN and CARL VINSON team, while leading the fleet in all measures of performance. Despite a busy operational schedule, which included COMPUTEX from February to April, RIMPAC '98 from June to August, and preparations for deployment in November, the Supply Department excelled in all of this year's assist visits, audits, and assessments. For all Supply Divisions, three themes ran throughout the inspections:

- A high standing among Pacific Fleet carriers
- Outstanding financial and inventory validity
- Superb and committed support to the crew.

Awards earned and announced this year for the Supply Department included:

- Third consecutive Chief of Naval Operations' Environmental Quality Award (FY97)
- Honorable Mention for the FY98 NEY Food Service competition
- The FY97 Dorrie P. Miller Award for Best Wardroom Mess Afloat
- Third consecutive Carl Scheufele Award for CPO Mess Excellence (FY97)
- The FY97 Disbursing Excellence Award for Pacific Fleet Carriers
- The Armed Forces Recreational Society Special Citation for MWR Excellence

Underscoring the Supply Department's continuing superlative performance, was the July 1998 Supply Management Assessment which resulted in 14 grades of OUTSTANDING and two grades of EXCELLENT.

STOCK CONTROL DIVISION (S-1)

In 1998, CARL VINSON Stock Control (S-1) Division was the only aircraft carrier in the Pacific Fleet to achieve, and maintain for seven months, 14 of 14 Type Commander Readiness Goals. For the five months of the year, S-1 met 12 of the 14 Readiness Goals. Stock Control began 1998 with a comprehensive audit of all stock records. Working long and countless hours with Material Division (S-8), S-1 and S-8 formed up into wall-to-wall inventory teams, with Stock Control (S-8) providing for the swift and complete reconciliation of noted inventory discrepancies. Stock Control also initiated the aggressive installation of Streamline Alternative Logistics Transmission System (SALTS), greatly improving basic Requisition File Maintenance, as well as greatly Requisition Submission Time (RST). Consequently, CARL VINSON was recognized by the Navy Supply Systems Command as one of the top 10 Navy activities to significantly contribute to the lowest ever Navy mean average RST, of 4.7 days. Additionally, from March to August 1998, Stock

Control (S-1) implemented a new ship's COSAL/CAVCAL/AMAL/ADAL, including over 32,000 Basic Material File changes and over 12,000 Stock Replenishment Requisitions, ensuring meticulous data base integrity of the ship's 80,000 line item inventory. During the March 1998 Afloat Supply Management Assistance Team (ASMAT) visit, the Stock Control Division was lauded by the ASMAT inspectors for having the best Financial Section in the Pacific Fleet. This superb evaluation was followed by the July 1998 Supply Management Assessment, which resulted in Stock Control receiving a grade of OUTSTANDING in all functional areas, and also being hand-picked by COMNAVAIRPAC to be the test platform for the bi-monthly Transmission Letter submission program. Stock Control stellar performance continued all the way through POM, as Stock Control purchased and expedited countless items, ensuring that CARL VINSON was fully ready for deployment.

FOOD SERVICE DIVISION (S-2)

Enjoying an extremely successful year, the Food Service Division (S-2) was the Pacific Fleet Runner Up for the FY98 NEY Award. Despite a rigorous schedule during COMPTUEX from February to April and RIMPAC '98 from June to August, the Food Service Division maintained the highest standards of customer service and accountability, achieving a grade of EXCELLENT during the July Supply Management Assessment. The Food Service Division submitted four sets of flawless Quarterly Financial Returns and 12 months of Error Free 1357's, the result of the most meticulous accounting of any other aircraft carrier in the Pacific Fleet. Special events supported by the Food Service Division (S-2) included the RIMPAC '98 reception, for which Food Service Division prepared garnishes, hors d'oeuvres, and desserts. Attended by over 2,000 civilian officials and senior military officers from Australia, Canada, Chile, Japan, and Korea, the RIMPAC '98 Reception was described as the "Best Ever" by distinguished visitors such as CINCPACFLT and COMTHIRDFLT. On return from RIMPAC, the Food Service Division catered a breakfast, picnic lunch and dinner for the all day Family Day Cruise, while hosting more than 1,000 family members and guests. On August 21, 1998, S-2 helped plan and provide food for the CARL VINSON Command Picnic, which was attended by a record setting 5,000 plus crew members and their guests.

SALES DIVISION (S-3)

A strong contender for the COMNAVAIRPAC Best Sales and Services Award, CARL VINSON's Sales Division (S-3) enjoyed another banner year, continuing its superb performance in providing even more amenities to the crew and earning more money for the ship's MWR. In March, S-3 was evaluated as OUTSTANDING by the Assistance Supply Management Team, and in July earned a grade of OUTSTANDING during the Supply Management Assessment.

The Sales Division doubled the capacity of the Ship's 7-11 Store to \$120,000, and renovated the Ship's Mall to include a wide, overhead-to-deck clear storefront. Additionally, the Sales Division added nine more drink and snack machines to the "Garden of Geedunk," for a total of 14 vending machines and added two more soda storerooms which increased stocking capability to 7,000 cases, and installed two state-of-the-art AT&T phone card machines. These enhancements resulted in a stock turn of 5.69, a 42% increase in stock turn above the type commander goal of 4.0. The most important result of the Sales Division's innovations was the \$290,000.00 turned over to MWR during FY98.

DISBURSING (S-4)

Establishing itself as the absolutely best disbursing operation in Pacific Fleet, Disbursing (S-4) attained unparalleled success and flawless accountability. S-4 implemented an unusually smooth transition to the Defense Joint Military Pay System, and became the benchmark for all Pacific Fleet Aircraft Carriers. For travel processing, the Disbursing Travel Section achieved an average travel claim turnaround time of three days, 70% less than the required goal of 10 days. The year began with S-4's receiving the 1997 Disbursing Excellence Award for Pacific Fleet Aircraft Carriers. That acknowledgment of the Disbursing Division's top standing was followed by grades of OUTSTANDING during the Afloat Supply Management Assist Team and Supply Management Team visit. Furthermore, the surprise COMNAVBASE San Diego Audit also found CARL VINSON's Disbursing Division to be OUTSTANDING, with no discrepancies.

WARDROOM DIVISION (S-5)

Winner of the FY98 prestigious Dorrie P. Miller Award for Best Wardroom Mess Afloat, the Wardroom Division (S-5) continued its tradition of providing superb stateroom and messing services for over 400 Air Wing and ship's company officers and distinguished visitors. The S-5 Division received a grade of EXCELLENT during July's Supply Management Assessment, and was cited for its many innovative customer service oriented improvements. The Wardroom Division implemented a keyless lock system for over 400 spaces, significantly enhancing security and accessibility, all with no interruption to service. In preparation for WESTPAC 98/99 deployment, the S-5 Division developed a unique and innovative computerized data base used to help track, analyze and forecast the Wardroom budget and expenditures. At sea, the Air Wing and ship's company officers enjoyed new Wardroom specials, such as the weekly Super Sunday Brunch, Midrats Saturday Night Pizza, 24 hour Chili and Soup Bars, new "movie-style" popcorn machines, and continental breakfasts. The Wardroom Division also hosted over 750 guests, including members of the Navy League, the Young President's

Organization, and scores of local and national media. A highlight of the year occurred when the Wardroom and Food Service Division's cohosted the RIMPAC '98 reception, attended by over 2,000 civilian and military guests from Australia, Canada, Chile, Japan, and Korea.

AVIATION SUPPORT DIVISION (S-6)

Providing premier support to newly assigned Air Wing ELEVEN, the Aviation Support Division began the year processing the F-14D Splinter AVCAL, which reduced Redistributable Assets Onboard (RAO) by over \$10.2 million. Intensive DLR carcass management reduced repairable carcass charges to .5% and 1.8% of the Ship's Authorized Levels (SAL) for FY97 and FY98, respectively, well below the COMNAVAIRPAC goal of 2.5%. The meticulous tracking of DLRs provided a dramatically reduced FY96 AVDLR carcass charges, from over 300 documents valued at \$17 million dollars, down to 80 documents valued at less than \$600,000 dollars. This allowed CARL VINSON to meet COMNAVAIRPAC's goal, for the first time in almost 17 months. The Aviation Support Division performed superbly during two major 1998 operational exercises - COMPTUEX from January to April, and RIMPAC '98 from June to August 1998.

During both exercises, the Aviation Support Division (S-6) achieved zero warehouse refusals and reduced the average issue response time to 35 minutes for IPG-1 requirements and 63 minutes for IPG 2/3 combined. Of particular note, was the achievement of a Not Mission Capable Supply/Partial Mission Capable Supply (NMCS/PMCS) off-ship rate of only 14% during both COMPTUEX and RIMPAC '98. The July 1998 Supply Management Assessment reaffirmed the Aviation Support Division's standing as the best within PACFLT - with 100% inventory validity, and the "absolutely best managed IPF-3 and Report 54 listings of any Aircraft Carrier inspected on the West Coast, in 1998." Aviation Support Division received an evaluation of OUTSTANDING. By deployment, CARL VINSON had a superb AVCAL range and depth of 97% and 95%, respectively, and an almost perfect Rotatable Pool, with 100% range and 99% depth.

MORALE WELFARE RECREATION DIVISION (S-7)

The newest Supply Division, the Morale Welfare Recreation (MWR) Division (S-7), proved itself to be the centerpiece of the Department's service to the crew. During July's Supply Management Assessment, S-7 Division earned an OUTSTANDING and received special commendation for both the financial accountability and variety of programs offered by CARL VINSON MWR. Movies shown on the mess decks using the Cinema at Sea System were extremely popular. The CARL VINSON's emphasis on keeping the crew fit and well entertained has generated an infectious enthusiasm for MWR fitness programs, events and

activities. Examples of events sponsored by CARL VINSON's MWR included the "Sea Trials Classic" 3-on-3 Basketball Tournament, "The Saint Patrick's Day Flight Deck Run", "Family Day Cruise '98", and CARL VINSON's Command Picnic '98 which was attended by a record 5,000 plus crew members and guests. The MWR (S-7) Division's dedication to the crew of CARL VINSON, its efficient management of morale critical MWR funds, along with its dual commitment to imaginative fun and fitness, earned the Division a well deserved OUTSTANDING during July's Supply Management Assessment.

MATERIAL DIVISION (S-8)

Responsible for the receipt, stowage, issue and inventory of over 80,000 consumable material line items, the Material Division (S-8) was the focal point for inventory on-load during CARL VINSON's deployment preparations. The Material Division worked around the clock, offloading excess inventory and on-loading nearly 25,000 pallets of material. During the February to April COMPUTEX, the Material Division received accolades from the Afloat Supply Management Assistance Team for their Storeroom and Inventory Validity. During the July 1998 Supply Management Assessment, the Material Division was evaluated as OUTSTANDING. From work-ups to deployment, the Material and Stock Control Division worked together in significantly improving Location Validity from 73% to 98%, and Inventory Validity from 80% to 96%.

HAZARDOUS MATERIALS DIVISION (S-8H)

The Hazardous Materials (HAZMAT) Division (S-8H) once again proved itself as the absolutely best HAZMAT Division in the Navy, by winning its third consecutive Chief of Naval Operations' Environmental Quality Award. As a result of its efficient management, strict accountability, and innovative solutions for storage and disposal of Hazardous Materials the S-8H Division, also received OUTSTANDING in all categories from the July 1998 Supply Management Assessment Team. Furthermore, the Hazardous Materials Division was specifically cited as "the best Hazardous Material operation in the Pacific Fleet."

CPO Mess (S-11)

Keeping its standing as the "Best Afloat CPO Mess in the Navy," the CARL VINSON CPO Mess (S-11) won its third consecutive Carl Scheufele Award for CPO Mess Excellence (1997) and remains a very strong contender for the 1998 Award. An invitation to dine in the CARL VINSON CPO Mess is not only a treasured honor, it is also an envied one when talked about among the crew. The gourmet quality meals and well trained Food Service Attendants make a trip to the CPO Mess a memorable experience. As a result of its superlative performance in financial accountability, inventory

validity, food preparation and immaculate galley and messing presentation, the CPO Mess received a grade of OUTSTANDING during the 1998 Supply Management Assessment.

POSTAL DIVISION (S-12)

With a hard charging, professional crew, the Postal Division (S-12) showed the rest of Pacific Fleet how Postal Support should be done. In support of RIMPAC '98, for example, from June to August 1998, the CARL VINSON Postal Division served as the Mail Center for a flotilla of 15 American, Canadian, and Australian ships. During RIMPAC '98, the Postal Division processed over 77,000 pounds of mail that were interspersed via a total of 225 fixed and rotary wing flights. The July 1998 Supply Management Assessment Team also evaluated the Postal Division as OUTSTANDING, and lauded the division as "the best in the fleet," noting not a single discrepancy.

TRAINING DEPARTMENT

Thoroughly revamped at the beginning of the year, CARL VINSON's "I" Division concentrates exclusively on presenting basic indoctrination information and training. Basic Damage Control and Maintenance PQS, Navy Rights and Responsibilities (NR&R), SAVI, Educational Services Brief, ASSET testing, various safety programs to include Operational Risk Management, various Wellness Programs like Alcohol Awareness, Health Promotions and Suicide Prevention, Career Information programs, as well as a series of introductory lectures by key personnel and senior leaders of the command. More than 500 newly reporting sailors have completed "I" Division, and while the program undergoes continued refinement, it reaches each and every new arrival.

Once an individual checks on board, receives a berthing assignment and is provided a tour of the ship, they are immediately placed into an "I" Division class that starts each Monday. Check-ins wait no more than 5 working days of their report date to start "I" Division. At the end of the pipeline, sailors are required to critique the course. The Training Officer, Executive Officer, and the Commanding Officer review these critiques.

WEAPONS DEPARTMENT

During 1998, the Weapons Department completed all inspections and exercises flawlessly, prior to deploying to the Arabian Gulf in support of Operations DESERT FOX and SOUTHERN WATCH. All work-up and pre-deployment weapons related evolutions were achieved on schedule, and maximized Battle Group Combat Readiness and Training. Without exception, the inspectors and visitors to the Weapons Department departed the ship impressed with the department's pride, enthusiasm and professionalism.

The CARL VINSON on-loaded over 3,300 tons of munitions, during five major evolutions and four separate underway periods. All of these "Ammo On-loads" were accomplished without incident and ahead of schedule. Additionally, Weapons Department aggressively identified and located weapon sources, thus ensuring CARL VINSON deployed with a full inventory of Ship's Tailored Mission and Ship Fill loadouts.

FLIGHT DECK ORDNANCE DIVISION (G-1)

G-1 Division (Flight Deck Ordnance) provided excellent support in all flight deck drills and ordnance related evolutions. The Division effectively interfaced with and developed a cohesive, professional and safe Carrier Air Wing ELEVEN/CARL VINSON Ordnance Team. Their expertise and professionalism were key in the safe and incident free transfer of over 1,230 lifts of ammunition, via vertical replenishment.

SHIP'S ARMORY AND SPRINKLER REPAIR DIVISION (G-2)

G-2 division (Ship's Armory and Sprinkler Repair) provided superb sprinkler system rework and re-certification assistance during the demanding CARL VINSON Battle Group pre-deployment and WESTPAC 98/99 schedule. Additionally, the ship's .50 Caliber Gun Mount Teams ensured all 10 gun mounts were 100% operational and achieved a superb grade of 99.9% during final COMPEX evaluation.

SUPPORT EQUIPMENT, MAGAZINES & WEAPONS ASSEMBLY DIVISION (G-3)

G-3 Division (Aviation Weapons Support Equipment) Armament Weapons Support Equipment (AWSE) shop, was recognized by COMNAVAIRPAC for establishing a fleet standard during the rehabilitation of their 3000 plus pieces of AWSE. As cited by the Aviation Maintenance/Material Inspection Lead AWSE Inspector, "The AWSE shop is by far the model for all other Pacific Fleet Aircraft Carriers."

The highly trained Bomb Assembly Teams safely and reliably assembled, tested, checked and issued over 300 General Purpose Bombs in support of Carrier Air Wing ELEVEN training, throughout TSTA I/II/III/FEP, COMPTUEX/ITA, RIMPAC '98, Battle Group Sustainment Phase and WESTPAC 98/99. Upon entering the Arabian Gulf, precision guided munitions and missiles were ready, staged and subsequently released during CARL VINSON's strike into Iraq in support of Operation DESERT FOX.

WEAPONS ELEVATORS DIVISION (G-4)

G-4 Division (Weapons Elevators) accomplished an unprecedented level of maintenance qualifications, as evidenced

by a 100% Weapons Elevator Operator/Safety Observer personnel qualification rate and a 95% Weapons Elevator Maintenance Technician qualification rate. These numbers reflect a great and well anticipated focus on the operational need for an intensive training and qualification program. The division completed the rehabilitation of all 10 Weapons Elevators, vastly improving the overall material condition of the equipment. The Fleet Technical Support Center Pacific Pre-deployment Weapons Elevator Inspection was completed with "zero downing discrepancies." The Senior Weapons Elevator Support Unit (WESU) Inspector evaluated G-4 Division as having "the best operational Weapons Elevators in the Pacific Fleet."

WEAPONS ADMINISTRATION, ORDNANCE CONTROL AND QUALITY ASSURANCE DIVISION (G-5)

This senior group of professionals oversaw every aspect of the department's mission. They ensured accurate and timely ordering of all ammunition assets. They coordinated ammunition on-loads and ordnance handling evolutions with the ship's departments and Air Wing ELEVEN. Quality Assurance skillfully monitored all evolutions, from the loading, transfer, and storage of munitions to build-up and load-up of myriad weapons. Their superb performance ensured zero incidents or accidents in munitions transfers and assembly. Weapons Office Administrative support ensured that all personnel management issues were resolved quickly and correctly. Strong leadership and professional planning were the cornerstones in building a truly outstanding and fiercely proud team. The following specific comments were noted during the various inspections and evaluations:

- Ship's Explosive Safety Inspection (SESI) grade of SATISFACTORY with no major or repeat discrepancies. The Chief
- Explosive Safety Support Office Pacific Inspector commented that "CARL VINSON's magazines were the finest in the Pacific Fleet."
- Magazine Sprinkler System Inspection (MSSI). The Sprinkler Systems were put to the test and material condition was found to be outstanding, and maintained by a highly skilled crew. Only three minor discrepancies were found, all of which were corrected within minutes.
- Mine Readiness Certification Inspection (MRCI) graded SATISFACTORY with no minor or major discrepancies. This alone stands as testament to the superior professional abilities of the Weapons Assembly Teams. Ten Quickstrike Mines were assembled in just over two hours. The COMNAVAIRPAC Inspection Team credited the "superior leadership and outstanding team training" for the superb end result. "This Weapons Department sets the Fleet standard" for all to follow.

- Torpedo Readiness Certification Inspection (TRCI) graded SATISFACTORY with no minor or major discrepancies. The Weapons Department completed this intensive inspection as it has with virtually all of them, flawlessly.
- Aviation Maintenance/Material Inspection (AMI) graded SATISFACTORY with ZERO discrepancies. The Inspection Team commended the AWSE Shop for being "One of the best in the Fleet, this has been essentially a 'zero discrepancy' inspection".
- Board of Inspection and Survey (INSURV) Found the Weapons Department to be in a high state of Material Condition and Readiness. After inspecting every space and operational facet of the entire Department, no major items of a discrepant nature were noted. COMNAVAIRPAC Quality Assurance Inspection was conducted with no minor or major discrepancies within the department.

The CARL VINSON Weapons Department is without question the finest in the Pacific Fleet. Meeting every challenge and evolution with superior professionalism, they have proven themselves as the leaders in all facets of operations and are working hard every day to get even better.