DEPARTMENT OF THE NAVY
USS CARL VINSON (CVN 70)
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From: Commanding Officer, USS CARL VINSON (CVN 70)
To: Chief of Naval Operations (N09BH)

Subj: CARL VINSON COMMAND HISTORY FOR CY 2002

Ref: (a) OPNAVINST 5750.12H

Encl:
(1) Ship's Mission
(2) Mission Accomplishments
(3) Organizational Structure
(4) Command History by Department
(5) Senior Officers Biographies and Photographs
(6) Welcome Aboard Book
(7) USS Carl Vinson (CVN 70) Media Kit
(8) 2002 Press Clippings
(9) Planned Incremental Availability (PIA) and Inter Deployment Training Cycle (IDTC) photos and video

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

S. E. Fish
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 that 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 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 unequaled ability to project power "Forward ... From the Sea." Because of its numerous capabilities, Carl Vinson is in the forefront to ensure peace and stability, conduct humanitarian assistance and join with 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 supervisor in command is:

a. Admin: Commander, Naval Air Force, U.S. Pacific Fleet
b. Operational: Commander, Carrier Group Three

MISSION ACCOMPLISHMENTS

1980: On March 15, Congressman Carl Vinson became the first person in the history of the United States to witness a launching in his honor.

1982: USS Carl Vinson is commissioned on March 13, 1982.

1983: After extensive work up and sea trials, the ship with a crew of almost 6,000 Sailors departed Norfolk, Va., on March 1, 1983, and embarked on an eight-month around the world cruise. Carl Vinson steamed in the waters of the Caribbean Sea, Atlantic Ocean, Mediterranean Sea, South Atlantic and Indian Oceans, South China Sea, Sea of Japan and the Pacific Ocean en route to its new homeport of Naval Air Station Alameda, Calif. On Oct. 28, 1983, Carl Vinson sailed under the Golden Gate Bridge for the first time as it entered San Francisco Bay.

1984: Carl Vinson received the highest marks ever awarded an aircraft carrier during an operational readiness examination in February. In March, the ship and crew became "San Francisco's Own" in a formal adoption ceremony. In May, Carl Vinson participated in RIMPAC '84, a multi-national exercise involving ships from nations which "Rim of the Pacific" including Canada, Japan, Australia, as well as the United Kingdom. On Oct. 14, Carl Vinson began a seven-month Western Pacific deployment.

1985: From early January to mid April, Carl Vinson was deployed in the Indian Ocean for 107 consecutive days at sea operations. The carrier received its first Meritorious Unit Commendations for operations conducted from November 1984 to May 1985. In February, the Chief of Naval Operations named Carl Vinson as the winner of the Admiral Flatley Memorial Award for operational readiness and aviation safety for 1984.

1986: In May and June, the ship was involved in a series of high-tempo operations that included RIMPAC '86 exercise. On Aug. 12, Carl Vinson deployed on its second Western Pacific/Indian Ocean cruise and it's third deployment in all. During transit west, Carl Vinson became the first aircraft to operate in the Bering Sea.

1987: After conducting extensive operations in the Indian Ocean and North Arabian Sea, Carl Vinson transited the Bering Sea once again in January. During the transit to NAS Alameda, Carl Vinson received the highest grade ever given to an aircraft carrier during an Operational Reactor Safeguard Examination.

1988: Carl Vinson departed NAS Alameda for its fourth deployment on June 15, 1988, and making another challenging and successful transit of the Bering Sea. The carrier completed 82 days on station in the North Arabian Sea. While on station, the Gold Eagle supported the escorting of American flagged tankers in the Arabian Gulf. Carl Vinson returned to NAS Alameda on Dec.16. The carrier received its second Admiral Flatley Memorial Award for aviation safety.

1989: The carrier departed Alameda on Sept.18 to participate in PACEX '89, the largest peacetime naval exercise since World War II. Carl Vinson conducted operations in the icy waters of the Bering Sea, including operations inside the Aleutian Islands. In the following weeks, Carl Vinson, leading a battle force of three carrier battle groups, conducted operations in the Western Pacific Ocean and Sea of Japan, and were joined by the navies of other nations.

1990: The ship departed on its fifth deployment on Feb. 1 for the Western Pacific and Indian Ocean. The carrier received its first COMNAVAIRPAC Battle "E" award for 1990. After returning to Alameda on July 3, the carrier steamed to Bremerton, Wash. in September to commence a complex overhaul at Puget Sound Naval Shipyard starting on Sept. 22, which would conclude on April 6, 1993.

1994: The carrier started its sixth deployment on Feb. 17 to the Western Pacific and Arabian Gulf in support of Operation Southern Watch. The Commander-in-Chief, Pacific Fleet Change of Command was held on the carrier on Aug. 5 while at Pearl Harbor. Carl Vinson returned to Alameda on Aug. 17; and received its third Admiral Flatley Award for aviation safety.

1995: From Aug.26 to Sept. 3, Carl Vinson participated in Exercise Ke Koa and the commemoration of the end of World War II in the Pacific. During the commemoration, President Bill Clinton visited the ship in Hawaii and 12 historic warplanes from World War II were launched from the flight deck. One month later, the ship returned to the San Francisco Bay area and participated in Fleet Week, '95, launching World War II aircraft, an F/A-18 Hornet and F-14 Tomcat, and an unprecedented launch and recovery of an S-3 Viking in San Francisco Bay. The carrier received its second Meritorious Unit Commendation for the 50th Commemoration of VJ Day 1995.

1996: Carl Vinson departed May 14 for its seventh deployment to the Western Pacific and Arabian Gulf. The ship participated in Exercise Rugged Nautilus and Operations Desert Strike and Southern Watch before returning to Alameda Nov. 14. The carrier received its second Battle "E," its third Meritorious Unit Commendations and its fourth Admiral Flatley Award.

1997: On Jan. 17, Carl Vinson arrived at its new homeport, Bremerton, Wash. In February, the ship added another chapter in the history of naval aviation as the platform for the last carrier launches and recoveries of the A6-E intruder.

1998: Following an intense work up period Carl Vinson participated in RIMPAC '98. The carrier steamed from Bremerton in early November for its eighth deployment to the Western Pacific and Arabian Gulf. On Dec. 19 Carl Vinson launched air strikes in support of Operation Desert Fox, and continued support for Operation *Southern Watch* in enforcing the no-fly zone over Southern Iraq.

1999: Carl Vinson maintained pressure on Iraq by launching several air strikes against selected targets located in the no-fly zone of southern Iraq in support of Operation Southern Watch from January to March. In July 1999, the ship entered Puget Sound Naval Shipyard for an 11-month Drydocked Planned Incremental Availability (DPIA). The Navy spent more than $230 million for equipment upgrades, a new local-area network (LAN), new berthings, and several quality-of-life upgrades.

2000: Carl Vinson finished the overhaul period in June 2000 and began the pre-deployment phase of operations. The ship got underway for sea trials, Tailored Ship's Training Availability (TSTA), and Final Evaluation Phase (FEP) in the fall, operating off the coast of Southern California with Carrier Air Wing Eleven and other ships in the battle group.

2001: From January to June, the carrier spent most of the time out to sea preparing for the ship's twelfth deployment. Carl Vinson steamed out of Bremerton, Wash., on July 23, and headed west on Sept. 11, as our nation was rocked by the terrorist attacks, USS Carl Vinson was rounding the tip of India in route the Arabian Gulf to enforce the no-fly zone over southern Iraq in support of Operation Southern watch. At that moment, the Gold Eagle changed course and headed to the north Arabian Sea, where our battle group would stand ready to answer the call of freedom. That call came, and on Oct. 7, the Carl Vinson and her Battle Group launched the first strikes in support of Operation Enduring Freedom. For 72 days, Carl Vinson remained on station and together with Carrier Air Wing Eleven conducted more than 4,200 combat sorties in the War on Terrorism. In mid-December, Carl Vinson stood down the watch and headed home.

2002: Carl Vinson returned from her historic deployment on Jan. 23. For their support of the nation's war on terrorism, the crew received the Battle "E" and also the Navy Unit Commendation medal. In April, the crew began a Planned Incremental Availability. During this time several new operational systems were installed, and the ship's flight deck and catapults were completely renovated. Numerous other spaces and crew living areas were also entirely restored, drastically improving working and living conditions for the crew. Completing her maintenance / overhaul period in record-setting time, USS Carl Vinson and crew set sail in September to conduct sea trials and once again announced to their chain of command that they were ready for fleet operations. In mid-October, the aircraft carrier headed to sea and again set a new standard by completing a transformational innovative Inter Deployment Training Cycle (IDTC). By December, the Carl Vinson / Carrier Air Wing Nine team was deployment ready and was named the Pacific Fleet "ready carrier."

USS Carl Vinson (CVN 70) Organizational Structure 2002

Commanding Officer	CAPT Richard B. Wren
Executive Officer	CAPT Michael C Manazir
Administrative Officer	LCDR Sharee E. Fish
Aircraft Intermediate Maintenance	CDR David J. Randle
Air Department Officer	CDR Edward Boullianne (Jan - July) CAPT Brian S Neunaber (July - Dec)
Chief Engineer	CDR Charles K. Espinosa
Command Chaplain	CDR Brian F. Kelly
Combat Systems Officer	CDR Kent A. Fredrickson (Jan - Aug) CDR Provencher Per (Aug – Dec)
Dental Officer	CDR Michael F. Milos (Jan - July) CDR Randy L Heibel (July - Dec)
First Lieutenant	CDR Daniel I. Glynn
Legal Officer	LCDR Jeffery A. Fischer (Jan - July) LCDR Niel O'Niel (July - Dec)
Medical Officer	CDR J. T. Mcmahon, MC (Jan – July) LCDR D. J. Hohman, MC (July – Dec)
Navigator	CAPT Carlos Chavez (Jan - Sept) CDR Richard P Snyder (Sept - Dec)
Operations Officer	CDR Peter Rush
Public Affairs Officer	LCDR Daniel M. O'Neal (Jan – June) LCDR Scott M. Miller (June – Dec)
Reactor Officer	CAPT Craig S. Kleint
Safety Officer	CDR Jeffery G. Wolf (Jan – Nov) CDR Mark D. Henderson (Nov – Dec)
Supply Officer	CDR Thomas F. Wiechelt
Training Officer	LCDR Timothy J. Polsin
Weapons Officer	CDR John P. Long

2002 COMMAND HISTORY BY DEPARTMENT

ADMINISTRATION DEPARTMENT

The Carl Vinson Administrative Department had an extremely busy year in 2002. Returning from a major Deployment in Support of Operation *Enduring Freedom* all divisions prepared for refurbishing spaces during the planned incremental availability (PIA).

Since most of Admin's working spaces and living areas needed overhauling, the department transferred their office and berthing to a neighboring barge in April for five months until the spaces were upgraded. Donning hardhats and all required protective gear the Administrative Professionals of Admin Department worked side by side with the Puget Sound Naval Shipyard to improve the conditions of their spaces. All divisions returned to their original spaces in July 2002. In September, the dynamics and environment of Carl Vinson changed from an industrial to an operational environment as she was ordered to complete the Basic Phase of the CNAP Inter-deployment Training Cycle (IDTC) in 16 days, vice the nominal 16 weeks. This was the first time Carl Vinson conducted operations with Carrier Air Wing Nine. The Administrative transition was flawless and the Wing and Ship immediately began sharing information and working together to guarantee personnel readiness was a top priority. In December the Carl Vinson / Air Wing Nine team was deployment ready and was named the Pacific Fleet "ready carrier."
Carl Vinson deployed at C1 which was unprecedented for a carrier returning from deployment and preparing to deploy again a full six months early. After attending two manning conferences in Millington and New Orleans along with CAG-9 the ship deployed at the highest possible personnel readiness level.

As the year progressed the Department upgraded all spaces with new furniture and material upgrades to improve the overall readiness of the spaces and accomplished all processes with flawless efficiency.

In December the Department took on three new Divisions. Educational Services Office (ESO), Drug and Alcohol Program Advisor (DAPA) and the Indoctrination Program all became an intregal part of the Administrative Department. The Command Career Counselor was shifted to fall directly under the Command Master Chief with Admin Department taking over administrative controls for that division.

The Administrative preparation for an early deployment by all divisions within the Department set the stage for a 2003 historical deployment in response to the Global War on Terrorism.

Individual Divisional accomplishments included:

PRINT SHOP (X-1)

During PIA the entire shop was painted, old equipment removed and the area readied for new equipment and supplies. The Print shop DRMO'd both Risographs and replaced the Docu-Tech 135 with a Docu-Tech 75. A Digi-Path, high resolution, high volume scanner was purchased along with the Docu-Tech 75. This has allowed the shop to create an internal network, streamlining our workload. The shop continued to experience a number

of challenges surrounding the ability to receive the needed repair parts to support yet another increase in demand of printed products.

During work-ups, the Print Shop adjusted its supply ordering to meet the needs of the new Air Wing. A new faster stand-alone computer was purchased, including updated software and expanded memory capabilities, to provide better support for the battle group. We closed out the year by making preparations for a possible earlier Western Pacific Deployment.

The Print shop produced more than 3,500,000 impressions. More than 520,390 impressions were produced for the Air Wing during their first embark with USS Carl Vinson.

SHIP'S ADMIN (X-2)

The Ship's Admin Office had a very busy year. While in Planned Incremental Availability (PIA) Ship's Admin personnel, Ship's Secretary, Admin Officer and Commanding Officer all moved their offices to the Barge from late February to mid August 2002 and gave administrative support to the crew of over 3000 Sailors/Chiefs/Officers without missing a single workday, we kept all the incoming/outgoing correspondence flowing without shutting down customer service operations for even one day. The office is open 16 hours a day inport and 18 hours per day at sea with only 9 personnel supporting three offices.

During 2002, Ship's Admin logged in and tracked over 7,000 incoming correspondence items, 1600 Award Citations, 850 Security Clearance Requests, 120 transfer/receipts and retirements of officers, 640 E7 and above Evaluations and Fitness Reports, and over $25,000 in outgoing official mail.

PERSONNEL DIVISION (X-3)

The ship's Personnel Office enjoyed a very challenging and rewarding year. Charged with the accounting and personnel support of over 5,092 Sailors, Airman and Marines, the office operated an average of 12 to 14 hours per day inport and 24 hours per day at sea. The Ship's Personnel Office mission is *"To provide the best service to our customers ensuring their administrative needs are priority one and met in a timely manner. To ensure their paperwork is guaranteed processed error free while actively seeking customer input; continuously seeking the improvement of the quality of services, products, and processes."*

With the emphasis on the "First 72 hours" being a positive experience. With that in mind, the Indoc Section has conducted over 50 classes for approximately 600 personnel. During this class, the newly reported personnel are given briefings from all the departments onboard and a familiarization of the ships command structure. The Personnel Office Receipt Section prepares the necessary documents to ensure every Sailor receives the proper pay and allowances and assists members in preparing travel claims for themselves and their family members. During 2002, the Personnel Office Receipts Section processed approximately 1,063 newly reported personnel.

An extraordinary number of reenlistments (283) occurred during 2002 especially during the five month Planned Incremental Availability (PIA).

Personnel went live with NSIPS in June and overcame all challenges inherent with a new system. Workarounds were heavily utilized initially to process personnel transactions. Though difficulties remain, the cooperation from the NSIPS support group at SPAWAR and the NSIPS help desk has molded NSIPS into a stable program as the primary means of processing personnel and unit diary transactions.

The Personnel Accounting Section started a comprehensive ship-wide manning review and personnel tracking during the start of 2002. PRD modifications, EAOS and NEC management were carefully orchestrated to ensure personnel continuity during and after the deployment. To attain the manning goals, the Personnel Officer and the Assistant Personnel Officer personally visited EPMAC, AIRPAC, CINCPACFLT and the detailers to foster a good working relationship. USS Carl Vinson got underway five days early after the holiday stand down and sailed with 2,902 enlisted personnel on board: 96.7% of BA and 94.1% of NMP.

The Personnel Office Customer Service Section issued over 809 ID cards (advancement, expired, replacement ID cards) during 2002. There was a one time mass issuance of Common Access Cards (CAC) to all ships company personnel. However, after that mass issuance anyone requiring a new card had to have the previous DD2N issued. This was a cost issue with PSD. Prepared and forwarded to the Disbursing Office anywhere from 1,000 to 8,000 pay documents monthly (i.e. Basic Allowance for Housing (BAH), Career Sea Pay Premium (CSPP), Family Separation Housing (FSH), COMRATS for personnel on TEMADD status, leave documents, Hostile Fire Pay, Tax Exclusion and Flight Deck Pay), and completed over 11,792 individual service record entries monthly to document PQS, awards, warfare qualifications, schools completed, NEC changes and off-duty education. A solid plan completed a thorough review of Page 2 (Record of Emergency Data) verification for over 2,950 shipboard personnel.

During the first month of January 2003, the Personnel Office Customer Service Section provided assistance to family members through liaison with PSD Bremerton and PSD Bangor in instances of loss or expired ID cards and DEERS enrollment.

The Personnel Transfer/Separation Section processed approximately 482 Permanent Change of Station (PCS) transfers and separated approximately 285 personnel during 2002. Personnel transfers and separation procedures were established to ensure smooth personnel movement before, during and after PIA
At the end of 2002, the total number the enlisted personnel on board was 3,102. In January 2003, LTJG Brian Carroll was relieved as Personnel Officer by LTJG Les Scott as he PCS'd from USS Carl Vinson to Pascagoula, MS.

EQUAL OPPORTUNITY DIVISION (X-4)

The Equal Opportunity Advisor (EOA) serves as the primary advisor to the commanding officer for all equal opportunity issues. This also includes providing training and conflict resolution for command personnel on issues dealing with command climate, discrimination, diversity, sexual harassment, fraternization and grievance procedures. The Equal Opportunity Advisor trains the Command Assessment Team and the Command Training Team, the latter of which conducts the Navy Rights and

Responsibilities Workshop during Command Indoctrination and is coordinated by the Command Managed Equal Opportunity Officer (CMEO).

The EOA is administratively assigned to the Administrative Department. The Disbursing Department's Leading Chief Petty Officer is assigned the collateral duty as the CMEO. Although not directly involved with the Indoctrination division, the EOA monitors the Navy Rights and Responsibilities workshop, which is coordinated by the CMEO. Working with the CMEO, they revamped the program and streamlined the presentations for the facilitators. The EOA is responsible for ensuring the facilitators present accurate and up-to-date information for over 1,000 new reporting personnel. The EOA also conducted equal opportunity briefings for INDOC personnel, including providing information on expected personal and professional behavior and grievance procedures.

During 2002, the EOA has investigated over 25 cases and addressed numerous complaints involving equal opportunity issues, which included sexual harassment; race, gender and religious discrimination; fraternization and other command climate issues. This included two sexual harassment cases involving military members and civilian shipyard employees. In addition, she conducted sexual harassment and fraternization training in 3 departments involving over 400 personnel. The EOA and the CMEO completed a divisional climate assessment involving over 400 personnel, providing valuable information to the department on the morale and welfare of their personnel.

In addition to her duties as EOA, she also had the collateral duty as the command's Family Advocacy Representative, conducting interviews, tracking cases and ensuring personnel obtain the assistance needed to rebuild their families. During 2002, she monitored over 70 Family Advocacy cases involving domestic violence and child abuse, keeping the chain of command abreast of cases and ensuring personnel received the assistance they needed to rebuild their families.

PUBLIC AFFAIRS OFFICE (X-5)

The start of 2002 saw the return of USS Carl Vinson from an historic, six-month deployment to the North Arabian Sea in support of Operation *Enduring Freedom*.

The first of three homecomings was held in Pearl Harbor, Hawaii, as the Carl Vinson made its first American stop on her way home to Bremerton, Wash. With the ship's crew and embarked air wing manning the rails of the flight deck, Carl Vinson entered Pearl Harbor to a hero's welcome and national media there to greet them.

Upon sailing from the Aloha State, relatives of Sailors on board, a total of 975 people from all corners of the country, embarked aboard Carl Vinson for "Operation *Tiger Cruise* 2002."

Four days later, the aircraft carrier sailed into San Diego for the largest of the three homecomings, as they prepared to offload the air wing. Again, national media were on hand to share the hero's welcome to the country and many embarked the carrier for the last leg home. On Jan. 23, we arrived in our homeport of Bremerton with media on board to tell the Carl Vinson story, including the Associated Press and local Seattle Media.

Following the historic deployment and a brief stand-down period, Carl Vinson entered Puget Sound Naval Shipyard. Most of the media attention paid to the Gold Eagle was placed on the back burner.

However, it wasn't long until Carl Vinson would again be put into the media spotlight, as it was made known that the carrier's Planned Incremental Availability had been condensed to five months.

In September 2002, Carl Vinson set sail for sea trials. More specifically, on Sept. 6, while underway off the coast of Washington state, Commanding Officer, CAPT Richard Wren raised his hand and announced to his chain of command that Carl Vinson was officially finished with her yard period and was once again prepared to operate at sea. Again, this major aircraft-carrier milestone received media attention locally and nationally. Carl Vinson had announced that she was ready.

More work-up cycle changes were announced, and this time, Carl Vinson was ordered to accelerate their Inter-Deployment Training Cycle to prepare themselves to become Pacific Fleet's "ready carrier." During this underway period, Carl Vinson participated in San Diego's Fleet Week parade and drew attention to Naval Air Station, North Island, as four aircraft carriers were docked at the air station for the first time in approximately 10 years. On Dec. 1, Carl Vinson completed the accelerated cycle, again drawing media attention to the Gold Eagle. The crew returned home to Bremerton, and on Dec. 10, went into a holiday stand down.

During the stand-down period, an order was given for Carl Vinson to be able to deploy on a 96-hour notice. This again drew media attention, as Carl Vinson was officially labeled, the Pacific Fleet "ready carrier."

In addition to the media attention gathered from the historic return, PIA, and Carl Vinson's prototype accelerated IDTC, the public affairs office released 70 news articles and features. And, with the inception of the new Navy News website, the Carl Vinson found itself in the Navy spotlight several times throughout the year. The Public Affairs crew, together with the ship's photo lab, was also awarded the 2001 Chief of Naval Information SITE TV Newscast award for the news magazine, "The Cruisin' Eagle."

Carl Vinson also welcomed a new Public Affairs Officer, LCDR Scott Miller in July.

EDUCATIONAL SERVICES OFFICE (ESO), COMMAND CAREER COUNSULOR (CCC), AND DAPA (X-6)

The Educational Services Office is responsible for administration of the Navy Enlisted Advancement System and the Navy Educational Programs including Program for Navy College Program for Afloat College Education (NCPACE) and the United States Military Apprenticeship Program (USMAP).

On average ESO administers over 2700 Advancement examinations, which includes preparation of worksheets and verification of service records. ESO orchestrated five frocking ceremonies that advanced over 600 crewmembers.

Other significant accomplishments in 2002 include:

- Enrolled over 450 students in the PACE program for Central Texas College.
- Administered over 300 CLEP examinations, 400 ASSET tests, 2 SATs, over 20 Old Dominion University Engineering Masters Degree examinations, 12 Thomas Edison Reactor Courses examinations and 10 University of Maryland examinations.
- Processed over 300 Tuition Assistance (TA) applications and over 100 GI BILL "Top-up" applications.
- Graded and recorded over 600 Correspondence Courses.
- Enrolled over 500 personnel in the United States Military Apprenticeship Program to earn national apprenticeships with the Department of Labor.
- Assembled over 60 Officer Commissioning Programs that included 34 LDO/CWO, 12 STA-21, 14 OCS and 1 MECP packages.

Additionally, ESO provided over 40 educational lectures including educational benefit briefs that compare the educational costs between the Navy and the civilian sector.

Command Career Counselor The Command Career Counselor's office is responsible for the career counseling and professional development of all enlisted sailors onboard. To do this every sailor must be tracked from the moment they step onboard until they depart the ship for their last time. They use an extensive database called Career Information Program Management (CIPM) and are responsible for and maintain 2,902 enlisted career records. During 2002 the CCC staff made more then 25,000 entries into the CIPM program. The CIPM program is the heartbeat of the career information system. It tracks interviews that are scheduled at various milestones of a Sailor career in which more than 7,000 career counseling interviews were conducted. It also tracks expiration of obligated Service (EAOS), Projected Rotation Dates (PRD), Sea and Shore duty commencement dates, retirement eligibility, high year tenures and a variety of other career matters. Carl Vinson had another stellar year in 2002 for reenlistments. The career counseling office processed 293 reenlistments with 2,370,879.50 in Selective Reenlistment Bonus paid. This was after the ship had done a record number of reenlistments the 6 months prior with 387 and over 7 million dollars paid in Selective Reenlistment Bonus during our last deployment to Operation Enduring Freedom. The command's career development board program was in full swing, chaired by the CMC there was 18 board's conducted with more than 257 personnel interviewed and providing valuable career guidance essential to their success. An extremely busy year for detailing, there were over 550 JASS applications submitted and 329 enlisted personnel action request (1306/7's) submitted for Guard 2000, A School request's, PRD changes, rating conversion's etc. During PIA it was an excellent opportunity for the crew to take advantage of the Navy's Hometown Area Recruiting Program (HARP). The CCC staff screened, processed and issued orders to 134 personnel who participated in this program with excellent feedback from the Commander Navy Recruiting Command. The Command Career Counselor's office also conducted 75 Career Information Training Course's with 958 personnel in attendance. The CCC office holds an intensive training program with over 130 division/department career counselor's utilizing CITC classes and weekly training. The CCC office also processed 300 TAP requests, 104 retirement elections with the career status bonus and submitted 683 team detailing forms from sailors to their detailers.

DAPA / Prevent The office of DAPA was transferred from the Professional Development Department to ADMIN. Carl Vinson began embarking a civilian facilitator in order to conduct Prevent classes underway as well as in port. Of 821 personnel completing Prevent, 211 attended onboard Carl Vinson.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

2002 began with the home coming of all homecomings. USS Carl Vinson returned home from Operation *Enduring Freedom* to a hero's welcome in Bremerton, Washington. The success of WESTPAC 2001-2002 could not have happened without the help of our SeaOpDet personnel from NAS Lemoore California, NAS North Island California, NAS Point Mugu California, NAS Oceana Virginia, and NAS Whidbey Island Washington.

The accomplishments of AIMD during the cruise were the result of months of hard work preparing for the deployment. All four divisions, consisting of three hundred and ninety four professionals, were now ready to enjoy a well-deserved post-cruise stand down. Afterwards, AIMD started to prepare for the upcoming PIA by providing most of the door team, half of the ship's habitability team, and a significant portion of the tile team. In addition, all four divisions had their own workload to contend with. IM-2 received the new JETI engine test cell, an expanded Composite shop, better ventilation for the Oxygen shop, and relocation of the Division Office. Saying good-bye to the Tomcat, IM-3 removed the entire AWM-23 suite from Shop 7 and installed three CASS high-powers. Shop 6 received the first-ever AECTS installed on an aircraft carrier. The Calibration Lab expanded, displacing Shop 2 to the starboard side of the ship. IM-4 moved its entire division with all Support Equipment to the rework facility at Naval Station Everett, Washington.

While on sea trials, the ship received tasking to greatly accelerate its IDTC. While for some departments this was not terribly difficult, never before in the modern era had an AIMD been tasked with being cruise ready in under three months. This was a monumental challenge to verify all test benches, validate R-pool, groom equipment, and reassemble benches pillaged to support deployed carriers, all while retraining 20% of the entire ship's DC organization. With help from the "Readiness Rambos" at CNAP and many Technical Representatives, AIMD met the challenge and was ready to support our new Air Wing, Carrier Air Wing Nine.

MAINTENANCE STAFF DIVISION (IM-1)

Production Control is the "nerve center" of AIMD, responsible for coordinating all productions actions for 70 work centers within AIMD's four divisions. At the start of the year, AIMD Production was completing a successful deployment in support of OEF. The focus for Production Control during the last month of deployment was to make a concerted effort to reduce the number of parts sent off-station for Repair and Return (R&R). There had been instances in the past where the returning AIMD afloat either let much of their SeaOpDet head home from Hawaii or had their test benches pillaged upon out chop from Fifth fleet. This resulted in a huge number of Repair & Return items being dumped upon the shore AIMDs. The shore AIMDs are already tasked with supporting all of their station aircraft, and have a lower manning and funding priority than a deployed carrier. R&Rs only add to their burden.

Our plan to reduce R&R parts came down to three simple elements:

Be manned as close to 100 percent on all NECs to begin with, we achieved 97%
Stay at 97% NEC manning all the way to San Diego (place of our CVW offload)
Don't rob the test benches until San Diego

The execution of this plan worked gloriously. CNAP did not pillage the test benches upon out chop from Fifth Fleet, instead allowing us to keep them intact until we pulled into San Diego. Even though we allowed 10% of the department to head home from Hawaii (partly to make room for Tigers), we maintained full NEC coverage. We were able to reduce the R&R count to 82 items at the time of this writing. To our knowledge that's the lowest total in the modern era.

Post deployment, IM-1 developed a comprehensive rehabilitation plan to get the department ready to begin a six-month PIA. The department completed 178 ship's force PIA jobs one month ahead of schedule because of operational commitments. IM-1 tracked 500 Work Authorization Forms for eleven ship/shipyard/contractor teams, resulting in the completion of eleven major ship alteration projects and 150 ship PIA projects.

In September, AIMD had to expeditiously get ready to support an air wing as part of a compressed IDTC. Production Control directed the departmental efforts to be in a C2 readiness posture six months ahead of schedule. Within three months, Production Control coordinated and tracked the completion of 160 Broad Arrow down benches. In addition, the department completed Rotatable Pool and Test Bench verifications in a busy September and October.

In November, AIMD supported Air Wing Nine during an arduous but successful COMPTUEX. This was the first time that AIMD had supported Air Wing Nine in the work-up cycle in preparation for a deployment in 2003. Even though test benches and SeaOpDeters came together quickly for COMPTUEX, the department performed well above TYCOM expectations. AIMD and Supply work closely together to produce an impressive 96% effective fill rate for NMCS/PMCS requisitions. AIMD processed and repaired four thousand aircraft parts and components. Even more remarkable was the department's ability to keep average daily aircraft exreps at ten, half the TYCOM average of twenty for COMPTUEX.

Quality Assurance (QA) The Naval Aviation Maintenance Program (NAMP) experts reside within AIMD QA. These senior Petty Officers and Chiefs are selected from the most experienced individuals of their particular ratings, as they are responsible for managing or monitoring all 42 NAMP programs. Their expert leadership skills played a key role in the success enjoyed by AIMD during the Courtesy Quality Assurance audit by NAS Whidbey Island QAR's in September 2002 and the Maintenance Program Assist visit by COMNAVAIRPAC in November 2002. The results were astonishing: 23 programs on track, 12 programs needing more attention and only seven programs off track. The average Pac Fleet carrier, after nine months of preparation, has 17 programs off-track.

Quality Assurance also manages the Central Technical Publications Library (CTPL) and 26 Dispersed Technical Libraries (DTPL) for AIMD, Weapons and Supply Departments, which carry over 8,000 technical publications. During 2002, the CTPL issued 1815 changes to DTPLs for incorporation, and ensured that all publications were current by conducting 52 DTPL audits. QA conducted a complete CTPL audit for CTPL changeover. Additionally, AIMD CTPL accepted the initial outfitting of 1100 FA-18 E/F model aircraft publications, only to turn around and unincorporate them 2 months later. At the same time, QA CTPL unincorporated over 900 F-14 aircraft publications because of deckload change.

Quality Assurance
Administered 129 rate specific qualification tests and administered 348 GSE licensing tests.
Completed 13 initial Collateral Duty Inspector designations.
Conducted 65 scheduled program/divisional work center audits and three special program/work center audits.
Processed 641 lost/broken /missing tool reports.
Reviewed 18 NAMPSOPS/SOPS/Instructions.
Documented and routed five Support Equipment misuse and abuse reports.
Reviewed and published 12 Local Maintenance Requirement Cards.
Screened and incorporated 281 Technical Directives (TD's).
Investigated and analyzed 18 safety mishap reports.
AIMD Aviation Gas Free Engineer performed 5 gas free checks.
Qualified 16 personnel on SE/Aircraft Tire and Wheel
QA investigated the nature and source of numerous defects and submitted the following 25 NAMRP reports:
1 Hazardous Material Report
7 Engineering Investigations
15 Category II Technical Publication Deficiency Reports
2 Category II Quality Deficiency Reports

Additionally QA sent QARS to the following qualification schools:
(1) 2M certifier re-certification
(4) FASO QAR class
(1) Tire and wheel certification
(1) FASO logs and records
(1) NAVOSH Safety Supervisor
(2) FASO Central Technical Publications Librarian
(1) T-10 Hydraulic Test Bench

AIRCRAFT DIVISION (IM-2)

During PIA 2002, IM-2 division supplied personnel to Tile, Door and Rehab teams. In addition, IM-2 personnel refurbished twelve IM-2 spaces, improving the quality of life for the crew of the Carl Vinson. The following shops were altered:

Removed old Cab and installed a computerized version of engine test cell: Jet Engine Test Instrumentation (JETI).
Composite shop was reconfigured to accommodate F/A-18E/F "Super Hornet" Components.
NDI darkroom was relocated.
Ventilation for W/C 81C was reconfigured to allow for greater air circulation.
A new 400 Branch office was added.
IM-2 Division office was relocated.

Immediately following PIA, IM-2 ramped up for a record setting highly compressed Inter-deployment Training Cycle (IDTC), which included high tempo FRS/CQ and COMPTUEX.

POWER PLANTS The engine test cell was replaced with a "turn of a century" computerized system, JETI. Jet mechanic crewmembers and a group of technical

representatives from NAVAIR and RACAL worked together, continuously running correlation/RFI J-52 and F-404 engines from the conclusion of flight operations until dawn to obtain data needed for JETI certification. Powerplants issued 4 engines and 5 APUs, and qualified 2 Test Cell operators (404-400 404-402 and J-52), one of whom also qualified as an instructor.

The JOAP lab spectrometer was inactive during PIA, and was recertified in September 2002 with direction and assistance from NOAP representatives. Oil lab processed 56 aircraft oil samples, 189 hydraulic samples and 10 ship's oil samples.

AIRFRAMES Airframes repaired 198 components, including Quality Of Life items, supporting both the embarked Air Wing and ship's company. Composite Shop repaired extensive damages sustained by 3 F-18 leading edge flaps. NDI Laboratory processed a total of 541 various inspections, including 378 Magnetic Particle, 87 Eddy Current, 13 Ultrasonic, 20 Dye Penetrant, 13 X-Ray, 4 Visual, and 26 Roll Scan inspection methods. Components inspected include support equipment, ship's catapults and arresting gear, and aircraft ALSS components together with an unusual amount of hard landing inspections (18). The Tire and Wheel shop rebuilt 243 aircraft tire assemblies, which is an off-the-scale amount for a four week-worth of flight operations. Tire and Wheel technicians employed the "lessons learned" from a published F-18 wheel bearing Hazrep, preventing any production setbacks.

Hydraulics Shop repaired, tested and checked, and manufactured 234 components including actuators, hoses, lines, brakes and RHBBs.

PARALOFT Paraloft equipment technicians performed superbly throughout the workup cycle, inspecting 303 components ensuring 100% ALSS coverage for embarked Air Wing, Battle Group detachments, and fleet components. In addition, they manufactured 6 curtains and 2 Fire Station Covers for the Admiral's passageway, 2 curtains for Dental, and recovered the Dental patient waiting area couches.

AIMD AVIONICS ARMAMENT DIVISION (IM3)

Enjoyed extraordinary success throughout 2002. Returning late January from a remarkable combat cruise supporting Operation Enduring Freedom, the division immediately set in motion a diverse set of overhaul and upgrade plans. Our investment schedule focused on achieving equipment and personnel readiness for support of a new aircraft deck-load by (1) scrupulous management of workload and resources to minimize the degeneration of current capability, and (2) maximizing the value of new installations.

The 2002 Planned Incremental Availability (PIA) presented several key challenges. Modernization can only be obtained through temporary elimination of existing infrastructure. As such, extremely invasive ship alterations designed to upgrade our Calibration Facility and our Micro-miniature Repair Work Center required relocation of services to allow continued operation during PIA. Our Sailors overcame all obstacles, enabling unprecedented levels of productivity. The Calibration Laboratory performed over 7,000 actions from dispersed locations, including 2,900 jobs for Reactor and Engineering. Their effort enabled this command to achieve an "excellent" on ORSE. Three separate ship alterations completely renovated our Radar Work Center: removal of the entire AWM-23 suite and one RSTS, along with a complete space overhaul, laid the groundwork for installation of the newest, high-tech equipment available in the Navy.

The replacement of the Generator Test Bench, ATS Bench and two entire CASS stations completed the installation modernization program. Aggressive formal training, OJT and on-site contractor training assists assured our readiness to support all new carrier based avionics platforms. In addition, we performed 173 paint/tile/lag jobs and refurbished 34 spaces.

Our most dramatic improvement with regard to the previous dry-docked PIA was our ability to maintain existing support equipment and improve the depth of trained Sailors. Creative manpower management allowed more Sailors to dedicate time in support of support equipment, greatly reducing the degradation that typifies yard periods. Improved material condition and effective training made it easy to excel early in the IDTC. IM3 Division attained C2 readiness within three months of Sea Trials.

SUPPORT EQUIPMENT DIVISION (IM-4)

IM-4 Division started a successful year after returning home January 2002 in support of Operation Enduring Freedom. The division transported 346 items of Support Equipment (SE) to Naval Station Everett Support Equipment Rework Facility in preparation for a scheduled post cruise rework cycle. From March to August, 76% of all equipment received major corrosion control and replacement of high time components. The division obtained $250,000 in parts prior to rework, and spent an additional $250,000 before returning all equipment to the ship. The division accomplished 2,577 maintenance actions, documenting 31,484 man-hours to perform this work.

In May the AS32A-35 Flight Deck Crash Crane was craned off the ship to the pier for extensive preventive maintenance. 4 technicians performed a load test, troubleshot an electrical discrepancy and lifted the crane back aboard the ship, investing a total of 1015 man-hours. It cost $45,000 to perform this evolution, including DynCorp assistance to recondition the crane and to certify the load test procedure.

From August to December the focus was on maintenance training and NAMP Programs in preparation for carrier qualifications. IM-4 completed 3,408 maintenance actions during this period, providing extensive OJT for junior personnel. During the month of October and November, IM-4 fine-tuned their programs and equipment for the CNAP Maintenance Programs Assist visit. The division' s performance on all programs during the MPA was nothing short of outstanding. With only a few minor discrepancies and several Sailors personally lauded by the team, IM-4 shined. After PIA, October and November were the first months the division had a chance to work with CVW-9, so licensing and training for squadron personnel were the priority. The Training and licensing instructors taught 53 classes, resulting in the qualification of 245 licensed operators.

AIR DEPARTMENT

Returning in January from a highly successful WESTPAC combat deployment in support of Operation Enduring Freedom, the USS Carl Vinson Air Department spent the middle part of 2002 rebuilding itself during a Planned Incremental Availability. This challenging evolution was completed one month ahead of schedule to allow the Carl Vinson to begin to prepare for yet another deployment. Besides extensive overhaul of all Aircraft Launch and Recovery Equipment, Air Department contributed to the Vinson team effort by leading and manning the ship's Tile Team. This Team replaced more than 40,000 square feet of tile throughout the ship in more than 155 spaces.

Throughout the ship's very compressed Inter-Deployment Training Cycle, the Department safely and efficiently supported the training of Carrier Air Wing Nine. During a compressed work-up cycle the 600 Sailors of Air Department set new standards while completing Flight Deck Certification, Composite Training Unit Exercise (COMPTUEX) and Joint Task Force Exercise (JTFEX), at the same time forming a team of professionals. After 16 hard days of work, instead of the normal 16 weeks, the ship and air wing team were certified as ready to deploy. In addition, on two separate occasions, the Department supported the initial qualification of new Fleet pilots during Fleet Replacement Squadron Carrier Qualifications (FRS CQ).

To cap off an amazing year, Air Department earned the 2001 AIRPAC Yellow "E", contributing their part to the USS Carl Vinson earning the 2001 AIRPAC carrier Battle "E".

The Air Department completed over 4,100 aircraft moves and 1,149 elevator runs while supporting over 2,200 mishap-free sorties. There were over 7,800 catapult shots and arrested landings.

The Department saw the departure of Commander Boulliane as the Air Boss, the ascendance of Captain Neunaber as the new Air Boss, and the arrival of Commander Scassero as the new Mini Boss.

AIRCRAFT HANDLING DIVISION (V-1)

The flight deck, which is considered to be the most dangerous place to work in the world, is run by V-1 Division "yellow shirts", "blue shirts" and "red shirts." In 2002 V-1 Division achieved unparalleled success starting with the return from a highly successful WESTPAC 01-02.

When the long deployment was successfully completed the division switched gears and rolled into PIA02. V-1 replaced of over 230,000 square feet of non-skid, and rehabilitated over 5,000 square feet of catwalk and combing, 1,300 square feet of the exterior island structure, and 30 divisional spaces. V-1 Division completed this impressive work package in record time to meet mission readiness requirements for 2 FRS CQ periods and highly accelerated Inter-Deployment Training Cycle. The experts of the flight deck did not disappoint as the record setting IDTC was completed 14 weeks ahead of schedule. This IDTC was even more impressive as it was accomplished while transitioning from CVW 11 to CVW 9.

Training and maintenance were a key element to the great success of the division. Three highly trained Material Maintenance Management (3M) work centers accomplished over 1500 preventative maintenance actions, corrected over 150 damage control discrepancies and weight tested 365 flight deck safety nets. Numerous hours were spent repairing 17 flight deck AESS hatch's increasing the over all mission readiness of the V-1 Air wing team. Training ensured V 1 met all mission readiness requirements by tracking all divisional personnel qualifications, including 140 training records, and PQS boards.

Despite high tempo operations, the division led the Air Department in professional development, qualifying 22 Sailors as Enlisted Aviation Warfare Specialist and 4 as Enlisted Surface Warfare Specialist. Helping the command meet professional development goals, five personnel volunteered to sit on command EAWS boards.

CATAPULT AND ARRESTING GEAR DIVISION (V-2)

Catapults 2 and 4 were removed and overhauled, then reinstalled and realigned. V-2 was assisted in this monumental endeavor by Puget Sound Naval Shipyard, Todd Shipyard and CAFSU. More than 5,000 man-hours went into this overhaul.

Re-reeved all five Arresting Gear Engines.

The outdated Fresnel Lens Optical Landing Aid System was removed and replaced by the new Improved Fresnel Lens Optical Landing Aid System, consisting of solid state components and improved visual presentation to the pilot.

Performed over 5,000 corrective and preventive maintenance actions.

In addition to their own major work, V-2 pitched in to assist the ship by improving the livability of Carl Vinson. 13 personnel went TAD to the Tile team, where they replaced over 17,000 square feet of tile in over 170 different spaces.

AIRCRAFT HANDLING / HANGAR BAY DIVISION (V-3)

After months of mission essential yard work and sea trials, the Hangar Deck Division provided unsurpassed support to the embarked squadron's abilities to undertake critical maintenance. The V-3 Division also safely accomplished more than 1,100 aircraft moves and 1,149 mishap-free aircraft elevator evolutions.

The Hangar Deck Division also provided support for replenishment at sea, fueling at sea evolutions, and a variety of additional special events in "CARL VINSON Civic Auditorium": Captain's Calls, MWR events, receptions, awards quarters, retirements, Petty Officer frocking, and Chief Petty Officer pinning ceremonies, and last but certainly not least, crew liberty calls.

AVIATION FUELS DIVISION (V-4)

The primary focus of the V-4 Division during 2002 was the completion of the very challenging and accelerated five month Planned Incremental Availability. Following unprecedented success during Operation Enduring Freedom the year prior, 2002 was a year dedicated to reinvesting in the Aviation Fuels Division through major SHIPALT installations, major equipment overhaul and training of newly assigned personnel. Despite numerous setbacks and schedule changes, the first West Coast Aircraft Carrier installation of the JP-5 ICAS Fuel Control Console was completed on time and effectively tested during Sea Trials. The hard work and dedication displayed by each member of the V-4 Team was the linchpin for a successful and impressive Aviation Fuel Certification. As a whole, V-4 met and exceeded the goals of each phase of the rebuilding process. As a result of meeting and exceeding its goals, the Division ended its year as it began; a highly trained and effective fighting unit ready to respond to any tasking or contingency.

V-4 Division accomplishments:
Received 3,692,712 gallons of JP-5 during five Refueling-At-Sea evolutions.
Issued 2,469,797 gallons of JP-5 to 2,530 embarked aircraft.
Defueled 43,791 gallons of JP-5 from 48 embarked aircraft.
Overhauled the following:
1 Manifold
11 Pumps (5 Service, 4 Stripping, 2 Defuel)
16 Valves (10 Butterfly, 6 Gate)
25 Refueling Nozzles
15 Hose Reels
1 Pump Reduction Gear
1 MOGAS rack
Removed the Jet Test Filter.
Removed 50 Overflow Boxes.
Repaired/Replaced the following
20 Quick Disconnect fittings
55 Tank Level Indicators (TLI)
160 Limitorque Valves
56 Valve Position Indicators (VPI)
1 JP-5 Purifier Bowl
Replaced all filter elements on all four JP-5 Service Filters and Reclaim Filter.
Cleaned 24 JP-5 tanks.
Sand blasted and painted one JP-5 tank.
Rehabilitated over 100 Divisional and Air Wing spaces, passageways, heads, light lockers, pump rooms, filter rooms, fan rooms, fuel stations, offices, and berthing areas.
Replaced lagging in six spaces.
Replaced hatches in JP-5 Pump Rooms Two and Three.
Hydrostatic Tested 260 Fuel Hoses and 36 Fire Hoses.
Laser aligned 27 Pumps (6 Transfer, 8 Service, 4 Stripping, 2 Auxiliary, 7 Defuel)
Completed 2,386 Planned Maintenance System (PMS) actions.
Issued and cleared over 3,200 Red Tags during PIA '02.
Completed the JP-5 Smart Carrier project with radar Tank Level Indicators and control monitoring system.

Successfully qualified four personnel as Enlisted Aviation Warfare Specialists.

AIR ADMIN DIVISION (V-5)

With members gathered from all the other divisions, the Tower Crew concentrated on essential qualifications and supporting flight operations during the shortened pre-deployment work ups.

The Administrative side remained busy with all the behind the scenes work that kept Air Department functioning effectively, including Fitness Reports and Evaluations, advancement exams, and the departure and arrival of 425 Air department personnel.

CHAPLAIN DEPARTMENT

- Returned from Deployment on Jan 23, 2002. Ship entered into 5 month accelerated maintenance program.

- Moved Chaplain Department support services to include religious ministries, LMRC for crew access to email, and library to the barge. Department moved back to ship in September.

- Provided Command indoctrination to new personnel, focusing on successful living and working within shipboard environment.

- Coordinated Community Relations Projects (ComRel) throughout the Northwest Region, which included:
  - Visitation of Martha and Mary Nursing Home, Poulsbo, WA.
  - Visitation and interaction with the children at the Seattle Children's Hospital.
  - "The Lord's Diner" serving the homeless people of Bremerton, WA.
  - Junior Achievement Program, 6 volunteers at Wolf Elementary School Kingston.
  - Kitsap Kids Park, playground construction, 64 sailors.
  - Freedom Tour 2002 (Air Show 30 June-3 July), 18 Sailors, CO, XO, CMD Chaplain.
  - Bremerton Blackberry Festival Air Show, August, 14 Sailors.
  - Seattle Sea Fair, August, 15 Sailors.
  - Christmas Angel Program, 17-21 December, 48 Sailors.
  -

- Planned and conducted a Thanksgiving Day Program. 100+ Sailors attended. Chaplains and Catholic Choir Conducted "Blessing of the Bread" Ceremony on Aft Mess Deck.

- Provided ministry support to other ships in the Battle Group utilizing "Holy Helo".

- Provided liaison service for Carl Vinson Sailors and their families with the West Sound Housing Office.

- Organized and executed the Thanksgiving and Christmas Food Vouchers programs for Carl Vinson Sailors and their families. $1800.00 was collected and 70 families were assisted

- Processed 28 Navy and Marine Corps Relief Society cases totaling $11,018.00.

- Processed 563 American Red Cross Messages.

- Conducted a memorial service for one Sailor killed in a automobile accident in Bremerton.

- Provided individual classes for Sailors preparing for variety of sacraments and other religious ordinances Training conducted for Lay Leaders and Lay Eucharistic Ministers.

- Provided e-mail liaison for Command Ombudsmen, underway and in port, to resolve family issues.

- Had a major turnover of Chaplains:
  - LT Kim Donahoe relieved by LT Robin Heckathorne, April.
  - LCDR Tehran Frazier relieved by LCDR Richard Inman, October.
  - Air wing 9 Chaplain; LCDR Bob Freiberg.
  - DESRON 9 Chaplain; LT Tim Loney relieved by LT Mark Winward.
- Underway Periods:
  - 26 Sept-9 Oct Sea Trials
  - 24 Oct-1 Dec Battle Group Training.

COMBAT SYSTEMS DEPARTMENT

TELECOMMUNICATIONS DIVISION (CS-1)

CSI started the new year highlighted with the return from a highly successful deployment to the Western Pacific in support of Operation *Enduring Freedom*. CS1 maintained over 160 communications circuits providing reliable voice, data and imagery service in support of COMCARGRU 3, COMDESRON 9, COMCARAIRWING ELEVEN and Ship's Company. Personnel were awarded the Navy Unit Commendation and Battle "E". Following the deployment and well-deserved stand-down period, the ship moved to Puget Sound Naval Shipyard for Phased Incremental Availability (PIA). During PIA, CS1 was fortunate to have a large number of Antenna's overhauled, numerous passageways re-tiled and new electrical safety matting laid in Main Communications. Upon completion of PIA, the ship began its accelerated IDTC program. CS-1 stepped up to the plate and aggressively trained on all Command, Control and Communications (CCC) Exercises and drill scenarios during CART I/II, TSTA I/II/III and FEP. CS1 played a major role in CARL VINSON completing IDTC in 16 days, becoming the first carrier in the fleet to achieve this goal. Following TSTA and FEP, CS-1 personnel provided support and communications during a highly successful COMPTUEX. During COMPUTEX, Division personnel aggressively managed telecommunications resources to support battle group operations with voice, data and video transmission. The flawless management and processing of 39,500 messages a month ensured two Battle Groups were in receipt of uninterrupted message traffic. Additionally, CS-1 personnel upgraded the SIPRNET LAN and 160 associated SIPR terminals with the GOTS "D" software load enabling the ship to utilize the new Microsoft Office 2000 suite. CS-1 personnel continued to manage the Secret LAN and its associated 8 servers and 400 accounts flawlessly with minimal downtime and unfailing performance. Unique to this year was the installation and activation of EMS and COWAN A, C, J and K all critical in support of the ship's NATO contingent in the Persian Gulf and Seventh Fleet. Video Tele-conferencing continues to be a huge success with daily classified and unclassified conferences enabling Staff and ship's company the ability to communicate real-time with Battle group Commanders.

INFORMATION SYSTEMS SECURITY DIVISION (CS-2)

CS2 division is the cornerstone in maintaining network defense and security; ensuring vital communications channels are available to support the command in fulfilling its mission. The division's primary mission is to defend the network, to protect it against intruders, malicious code, denial of service attacks, data compromise to unauthorized personnel, and loss of integrity due to user neglect and abuse. To accomplish this, CS2 conducts computer spot-checks, password integrity checks, anti-virus management, configuration control and asset inventory, system and file auditing and intrusion detection monitoring.

Responsible for risk assessment, life cycle management, configuration management, and computer inventory; CS2 division completed a comprehensive System Security Authorization Agreement (SSAA), used by the Designated Approving Authority to fully accredit the Secret and Sensitive but Unclassified (SBU) Integrated Shipboard Network Systems (ISNS).

CS2 planned and coordinated the ship-wide PC Refresh of 728 computer workstations when Dell lease expired. The evolution included requirements to transfer user data from the old system hard drives to the new drives, to fully account for all assets, and to ensure security controls were in place on all workstations. The ship completed the PC Refresh a full month ahead of schedule and received accolades from SPAWAR who cited it as being the most efficient to date.

CS2 personnel make up the full complement of Carl Vinson's Local Registration Authorities responsible for managing the shipboard Public Key Infrastructure (PKI) program for over 5,500 personnel. Responsibilities include registering users, downloading certificates, and training users.

During a very successful COMPTUEX, CS2 installed, configured and managed the Information Assurance Toolset, which incorporates an Intrusion Detection System for network security. CCG 1 praised the INFOSEC team for their professional knowledge, efficient operations, and superb performance during the Computer Network Vulnerability Assessment when "Red Team" attempted to penetrate the ship's networks.

Upon receiving approval from SPAWAR, CS2 produced and implemented command policy for installation of Personal Digital Assistant's on the SBU ISNS.

AUTOMATED INFORMATION SYSTEMS DIVISION (CS-3)

CS-3 Division has been busy this year upgrading computer services it provides for the crew of USS CARL VINSON and embarked commands. Specifically there were installations of eight new computer systems consisting of VITA, Career Information Planning Management (CIPM), Naval Standard Integrated Personnel System (NSIPS), Smart Carrier, Navy Training and Management Planning System (NTMPS), Automated Captive Carry Entry System (ACES), and Teleradiology to provide a variety of new computer services.

System upgrades were performed on NALCOMIS OOMA Optimized to release 03.04, Naval Tactical Command Support System (NTCSS) to Birch plus, New Technology (NT) servers to 18GB, Government Off the Shelf (GOTS) Delta loaded onto all NT servers, JATDI server with new harness, new RAID drive in the stripe format, and all NTCSS data bases were groomed.

Along with all the new systems and upgrades, many computer services were restored by routing new fiber and CAT5 to ensure essential computer services were available during all phases of the Planned Incremental Availability. Additionally provided an interface capability for AIMD GSE Detachment in Everett to access all LAN services including NTCSS.

One of the biggest evolutions for the division was the PC Refresh, which included the transition of LAN workstations from Dell models to Hewlett Packard.

There were eight graduates of Information Systems Administration (ISA) School, six graduates of Advanced Network Analyst (ANA), six graduates of NTCSS, three graduates of ISNS LAN management, and two graduates of Fiber Maintenance and repair. Developed a script to identify all software used on the Integrated Shipboard Network System (ISNS) LAN which ensured 100% software integrity and security compliance on workstations. Began teaching Web application workshops. Trained 60

ship's company to date. Wrote script to convert access spread sheet and batch files to email accounts for the embarking squadrons, which saved days of manual work.

COMBAT SYSTEMS TACTICAL DATA DIVISION (CS-5)

After the conclusion of Carl Vinson's record setting deployment, Divisional Personnel enjoyed one of the two post deployment leave periods to relax, re-acquaint themselves with family, and wind down.

In February 2002, we were hard at it, heading into a condensed Phased Incremental Availability. Significant work accomplished was the overhaul of two Advanced Combat Direction System (ACDS) Cooling Loop Heat Exchangers. Additional cooling loop work was discovered during heat exchanger removal, which required ships force replacement of four large butterfly valves. With PIA shortened yet another month, division personnel worked diligently to complete work early to enable the overhaul of ACDS peripheral equipment (RD-358 tape drives and AN/UYH-3 Hard Drives). In addition to Division requirements, personnel were farmed out to a variety of teams, which included the Cable Pulling Team, Tile Team, Paint Team, and Production Support Work Authorization Form (WAF) Trailer. Division personnel provided excellent support to installation teams, which enabled significant upgrades to the following:

-CDC Command Table Modernization
-GCCS-M/OL-530 Full Flow Control Upgrade
-JSIPS-N Image Product Library
-Precision Targeting Work Stations
-Mission Distribution System
-TLAM Planning System
-Digital Imagery Work Station
-Theater Battle Management Core System (TBMCS)
-Increment 1.1 installation
-SUPPLOT Modernization Project
-Ship Control Display System (SCDS) Upgrade

The copier technicians were working behind the scene, relocating several copiers to the barge and maintaining copiers that were running off paperwork generated to track man-hours, job progress, and process work authorization forms during PIA.

In no time, Combat Systems light off had arrived in July 2002. The bugs were quickly worked out of the Advanced Combat Direction System. Technicians replaced and aligned six display cathode ray tubes in CDC, replaced two AN/UYK-43 interface keypads, and corrected a number of minor display console discrepancies.

Middle of October arrived and marked the delivery of a consolidated software package. The following software updates were installed in CS5 Systems:

-Advanced Combat Direction System (AN/SYQ-20)
-Command and Control Processor (AN/UYK-62)
-Auto ID (AN/UPX-38)
-Aircraft Carrier Tactical Support Center (AN/SQQ-34A(V)5)
-Global Command and Control System Maritime (AN/USQ-119(V))

-Integrated Automatic Detection and Tracking (AN/SYS-2(V)4)
-Battle Force Tactical Trainer (BFTT)

Just a short week following the major software upgrade, we went right into Battle Group System Integration Testing (BGSIT). System experts arrived and assisted with the set up for extensive testing of all electronic systems. Systems operated with only minor flaws, many of which were quickly corrected. Division technicians gained a wealth of knowledge during the Link exercises and were given extensive training on Link set up and troubleshooting techniques.

We were well into our accelerated training cycle at this point, however, each arrival to homeport meant a swarm of contractors would be waiting to upgrade or install a new system. With CS5 providing excellent support to the install teams, the following systems/upgrades were completed post PIA:

-MK 70 Switchboard Upgrade & Groom
-Auto ID Installation (partially completed while underway)
-Joint Deployable Intelligence Support System (JDISS)
-Collection Management Work Station
-Tactical Air Mission Planning System (TAMPS) 6.2.1 upgrade
-Centrix installation (10 Workstations in addition to server racks)
-Gale Lite Software Upgrade
-2M Work Stations (Replacement with Pro-track 1)
-Video Information Exchange System Upgrade
-War Room VTC Equipment Upgrade
-DT75 Digital Reproducing System

Divisional technicians (CS54) installed or relocated 40 SIPRNET Drops in support of DESRON 9, FLAG Staff, and Air wing personnel. They ran five SIPRNET drops and four computer workstations in support of the Information Warfare Commander Suite. Additionally, division technicians built a Portable Flight Planning System Server to alleviate the storage requirement on the SIPRNET server. The addition of the server significantly improved the system administrator's ability to manage the mission planning system.

A talented group of technicians, saved the Navy and USS Carl Vinson $88,255.00 over the past year. Accomplishing this task with Micro/Miniature repair training and computer assisted workstations. Quite an undertaking since Carl Vinson only operated 4 months of that year.

This highly talented group of technicians expertly brought an extensive list of equipment out of an inactive period, completed an accelerated training cycle, and supported a significant number of installations. CS5 division is prepared and ready to provide full support during WESTPAC Deployment 2003.

SURVEILLANCE AND CONTROL DIVISION (CS-6)

The Surveillance and control division began the year with a post deployment POM period, and then moving directly into a grueling six month planned incremental availability (PIA). During this time, Radar Division completed the preservation of the AN/SPS-49 tower, 011 level and SEATEL sponson, a Hugh accomplishment completed

by ship's force. Additionally the shipyard and contractor personnel installed or upgraded the AN/SPN-46 V (3), DUAL TV/DTS and AN/TPX-42 V (14). These installs have significantly improved the operational readiness of Carl Vinson.

Upon completion of the Planned incremental availability (PIA), Carl Vinson moved into an accelerated training cycle completing CART, TESTA I, II, III and FEP in just 14 days. The division played a major role in the training cycle by ensuring 97% availability of all associated systems while completing over 74 drill sets. The division was assessed as satisfactory and fully ready for the deployment.
Radar division is responsible for maintaining all of Carl Vinson's Navigation, Air Traffic Control, Air Search, Inertial Navigation, Secure 9TV and the Closed Circuit TV Systems in a peak readiness condition. Because of CS6's contribution, Carl Vinson completed 1,487 aircraft recoveries incident free. The division consists of six work centers and they combined completed over 2606 preventive maintenance checks for an equipment readiness rate of 98%. CS6 conducted an in-depth divisional PQS and training program in which 45 personnel completed 129 qualifications including four Enlisted Surface Warfare Specialists.

SELF-DEFENSE SYSTEMS DIVISION (CS-7)

Beginning the year by ending a Western Pacific Deployment, CS7 Division entered into Planned Incremental Availability (PIA) for repairs and much needed upkeep, training newly reported personnel and preparing all equipment for future operations and certifications. Ending the year with a successful accelerated Inter-Deployment Training Cycle (IDTC).

Upon returning from a POM leave period, CS7 began the long and tedious work of deck preservation, space upkeep and equipment modernization. Over 5,500 square feet of non-skid was replaced between April and June. All three MK 29 Launchers were stripped and repainted. All spaces were repainted and deck matting replaced. In all, over Twenty One Thousand man-hours were logged during this time in completing the divisions PIA workload. This effort ensured the spaces and sponsons were ready to complete the Combat Systems Post Availability Testing (CSPAT).

In July, CS7 faced CSPAT, completing all testing and clearing most discrepancies before the scheduled completion date. All CIWS systems performed flawlessly and NSSMS material condition improved dramatically during this time. Completion of testing ensured the systems and personnel were ready to begin IDTC.

During IDTC, CS7 completed all requirements with excellent reviews from the inspectors and trainers that sailed with us. The key to that success was pre-planned preparation. Having prepared a notebook with all administrative certification requirements ensured immediate availability of information giving the inspectors the ease of looking over the division quickly, leaving only the operational side of the certifications to be observed over the next few days. What normally took weeks to complete, only took days.

Although the ship's schedule did not allow for many weapons evolutions, CS7 conducted numerous tracking exercises, completing all with excellent execution of procedures and prosecution of all targets engaged.

COMMUNICATIONS MAINTENANCE DIVISION (CS-8)

CS8 began the year finishing off a very arduous deployment in support of Operation *Enduring Freedom*. After a short stand down period to refresh the crew, it was full speed ahead into a planned six-month yard period. During this yard period, CS8 was going to refurbish all 96 antennae, platforms and sponsons while farming out 25% of their personnel in support of other shipyard duties. This massive undertaking was nearly grounded when the yard period was shortened to 5 months. However, with the gargantuan effort, all jobs were completed on time for Combat Systems Light off in late June. Once all equipment was online, an army of civilians and Navy personnel invaded their spaces in support of Combat Systems Post Availability Testing (CSPAT). This testing lasted two weeks and went extremely smooth due to the professionalism of all involved. Just when CS8 thought they could take a breather SEA TRIALS and antenna radiation pattern testing was upon them. One week to fix equipment discrepancies and then right into the Inter Deployment Training Cycle (IDTC). While training at a very high tempo to squeeze 16 weeks of training into 16 days, all equipment was still maintained at an exceptional operational state to cover all commitments. The Battle Group System Integration Test (BGSIT) that allowed demonstration and problem identification of interoperable systems within the group preceded COMPTUEX.

CS-8 started the deployment 100 percent operational and was ready for all endeavors. Maintenance Personnel were put to the test and came through with excellence. CS8 adapted to limited maintenance availabilities to complete both preventive and corrective maintenance, as all of the communications equipment was required 24 hours a day 7 days a week in support of operational tasking. Superb planning, motivation, dedication, and technical expertise resulted in near perfect off ship connectivity and greatly enhanced the success of the USS Carl Vinson.

DECK DEPARTMENT

A year of Constant Readiness would be a good way to underscore the year 2002 for Carl Vinson and Deck Department. We started with the ship's triumphant return from Operation *Enduring Freedom* on January 23rd., at which point the crew enjoyed a much-deserved stand down period. Returning in force a month later the Department plunged into the equivalent of a 9-month planned incremental availability (PIA) period compressed to less than 5 months. Goals and accomplishments were abundantly met for the ship and were touted as a "first ever" in Aircraft Carrier maintenance history. Not a ship and crew to lie idle, we quickly transitioned through an arduous inter-deployment training cycle, completing a year's worth of training in under 3 months, becoming the Pacific Fleet's ready carrier, standing by to carry out any mission assigned. Missions over the last few months of 2002 included getting underway to conduct Carrier Qualification with Carrier Air Wing Nine and placing the ship in a position to respond to threats in either the 5th Fleet or 7th Fleet Areas of Operation in a matter of days. Carl Vinson then finished out the year by returning to its homeport of Bremerton, WA to spend the holiday season with friends and family.

Deck Department had an amazing year in Carl Vinson. Highlights included completion of over 40 jobs during the PIA period, while simultaneously manning up two special teams. The first, a Spray Paint Team, completed over 320 spaces while another, the Side Cleaners Team attacked the sides of the ship from bow to stern, making the war and maintenance weary ship look like new inside and out. In a more operational arena the department conducted several underway replenishments, including a grueling eight hour alongside evolution receiving her combat weapons payload, making the ship ready to meet any operational commitments. Every Sailor in the department contributed to a plethora of small boat exercises, Boat and Aircraft crane evolutions as well as a rapid air wing on-load, safely completing over 180 heavy lifts, allowing the Air Wing to seamlessly integrate into the ship in less than one day.

While underway the men and women of Deck Department manned six crucial watches for the Bridge Teams around the clock, ensuring the safe navigation of the ship, as well as maintaining the ship's anchors, small boats, mooring lines, and underway replenishment gear, always ready to accomplish any task

While supporting critical mission requirements Deck Department continued the invaluable indoctrination of new Seaman into the oldest rate in the Navy, Boatswain's Mate. The newest members of the Navy team were learning how to drive a 90,000 ton vessel, as well as ship's small boats, received line handling training, and were introduced to transferring fuel and stores while underway. At the same time these same personnel were encouraged to pursue there individual interest with in the Navy, a fact that was represented well by the department having a banner year in the promotion category, achieving its highest advancement rate ever.

After a phenomenal year of maintenance, training, and constant readiness, Deck Department looks forward to another opportunity to demonstrate their skills and professionalism in support of national policy.

DENTAL DEPARTMENT

The Dental Department continued to provide quality dental care to VINSON sailors, following an arduous deployment from July 2001 to January 2002, including significant military operations conducted in support of Operation Enduring Freedom. After completing a scheduled POM leave period from late January to late February 2002, the ship entered a scheduled eight-month PIA in March 2002. During this yard period, we learned that it's timeframe would be compressed from eight months to five months.

The Dental Department experienced a complete officer turnover from July to August 2002, and we are now staffed by two comprehensive dentists, two general dentists, one oral and maxillofacial surgeon and 15 dental technicians, which includes a department LCPO. During PIA the department moved patient care from the ship to a CINPACFLT barge, where we shared spaces with the Medical Department. Attendance at appointments decreased, causing production to decrease also. During PIA the department also utilized the lab and hygiene facilities at Branch Dental Clinic Bremerton. VINSON completed PIA in late August 2002, and then embarked on pre-deployment readiness exercises. In September 2002, we began Sea-trials, FRS/CQ, and TSTA I/II/III. ATG inspectors evaluated all evolutions as successful. We completed COMPTUEX in early December and shortly thereafter commenced a month-long Christmas holiday stand down leave period.

The department aggressively prepared for a probable early deployment. Our Force Dental Officer conducted a required Dental Readiness Inspection in December 2002. His report following the inspection rated our department as C-2, substantially ready to deploy. We received $27,000.00 in OPTAR funding to front-load the ADAL with all required supplies and equipment to sustain six months plus 90 days of inventory.

The department took custody of the dental records for Carrier Air Wing Nine (CVW-9) and embarked units during exercises of November 2002. During this time we analyzed their records and electronic data. We determined a need to improve the accuracy of incoming dental records in order to provide essential services. Many squadrons came aboard with less than minimum ODR (operational dental readiness). We updated all records for last exam date and dental classification, then notified each squadron of their revised ODR and the need to complete upcoming and overdue annual exams.

With dramatic new changes in the Dental Classification system effective October 2002, the department experienced a downward trend in ODR on Carl Vinson, from over 95% to 90%. The Dental Health Index remained steady at 20%.

Dental department personnel have accomplished a great deal, particularly during Carl Vinson's record-setting PIA and accelerated, pre-deployment work-up cycle. Dental personnel augmented medical and performed admirably, whenever general quarters drills, mass casualty drills or medical response drills were conducted. The department takes pride in the knowledge that during this challenging time, dental personnel worked diligently to ensure that patient care was not compromised.

Equipment Installations and Upgrades In August, the dental department received a new dental delivery system from COMNAVSURFPAC and we also received a replacement, "used" dental chair from Naval Hospital Bremerton to temporarily replace an existing

and much worn chair. DT3 Jones, Dental Repair Technician from NDC Northwest performed all installations.
In the same month, we also received and installed a new Magnaclave Steam Sterilizer to replace our failing unit. DT3 Jones performed the tag out, installation, and operational readiness checks before it was placed into operation.

Personnel Advancements Two dental technicians advanced in 2002. Our department LCPO, Chief Moore was promoted to Senior Chief Dental Technician on 29 April 2002 and DT2 Shelenberger was frocked to DT1 on 09 November 2002. Three dental technicians were awarded the Enlisted Surface Warfare Specialist (ESWS) designation and two dental technicians were awarded the Enlisted Aviation Warfare Specialist (EAWS) designation. Two dental officers earned the SWMDO Warfare designation.

Community Relations During our PIA yard period, our dental technicians participated in various community projects in the local Bremerton area. The department also spearheaded a major Blood Drive jointly organized by Madigan Army Hospital and CARL VINSON's Walking Blood Bank, which was held on the forward mess decks of CARL VINSON.

Walking Blood Bank The dental department is responsible for the Walking Blood Bank during underway periods in direct support of the medical department. The database of potential donors tripled during the year through active recruitment of blood donors during the Madigan sponsored blood drives. Currently, the CARL VINSON Walking Blood Bank has a donor list of over 248 personnel.

ENGINEERING DEPARTMENT

ENGINEERING LOG ROOM

The Log Room provided administrative support to over 375 personnel in the Engineering Department in relation to all manning, fitness reports and evaluations. The Log Room updated 10 mission critical instructions and notices, processed 50 Operation Enduring Freedom awards, 25 end-of-tour awards as well as directly supporting the Chief Engineer and the Departmental Leading Chief Petty Officer. The Departmental Career Counselor reported amazing advancement selection statistics with 80% E-4, 27% E-5 and 33% E-6's being advanced. Additionally Engineering had a 67% retention rate with impressive 62% first term reenlistments, 100% second, third and 4th term retentions.

AUXILIARIES DIVISION

The Auxiliaries Division has set the standard for customer service with a "can-do" attitude. When it comes to the comfort of the crew nobody can top the style and flair of the "A-Gang." This colorful team of engineers does it all, in almost every space on the ship. The professionals of A-Division maintain every non-propulsion related machine from the Anchor Windlass to After Steering. Even during the grueling tempo of accelerated training cycle there was never an interruption in service or the availability of equipment to meet the Gold Eagle/Air Wing 9 team's war fighting needs.

Hydraulic Shop (EA01) Fluid power makes big work easier. From lifting two 55,000 pound fully loaded Tomcats to the roof in less than 10 seconds to turning a 90,000 ton ship on minimum radius the Hydraulic Shop provides the power to make it happen. The Hydraulics Shop maintains the four aircraft elevators and their automatic safety stanchions, steering gear, anchor windlasses and mooring capstans, the Boat and Aircraft Crane, boat davits as well as the winches and sliding pad-eyes used for underway replenishments. During PIA they over saw the replacement of elevator cables on all four elevators, replaced eight mechanical seals for four after steering units, headed tiger teams to paint and preserve ace's 1 and 4, and painted out after-steering spaces.

Steam Heat Shop/AC&R (EA02) The Steam Heat Shop provides hotel steam services throughout the ship. Whether it's keeping you warm in your shop/office on a cool day or providing that nice warm shower to help you relax, the Steam Heat Shop is working behind the scenes to ensure your comfort. During PIA they were able to replace 14 hot water and miles of steam piping. Since the yards they have been kept busy servicing the ships preheaters and creating jobs to replace 10 more Hot Water heaters.

Outside Repair Shop (EA03) Maintains the vertical package conveyors, dumbwaiters, the high and low pressure air systems outside of the propulsion spaces as well as the fire pumps, potable water distribution system, small boats, and hangar bay doors. This shop complete the upgrade of all ship's conveyors to smart ship type conveyors. They have also replaced the fuel tanks in the Captain's gig and completely repainted the bilge in number four pump room.

Air Conditioning and Refrigeration Shop (AC&R) (EA04) Responsible for ten 363-ton York centrifugal air conditioning plants that produce chilled water used to cool electronic equipment and air condition the ship. They also maintain five 10-ton York reciprocating refrigeration units used for the galley's freeze and chill boxes. During PIA they replace

five major chill water isolation valves. Since the end of PIA to present they have been busy with the rebuilding of number 7 Chill Water Pump and the overhaul of number 1 Reefer Compressor.

Environmental Services (EA05) The Environmental work center is responsible for the operation and maintenance of four waste processor rooms where plastics, metals, glass, cardboard, paper, and other solid waste is processed to help maintain a safe and clean environment. During PIA they rebuilt 11 CMU's 2 large pulpers and renovated the EA05 office. Since the Ship has been operational they performed major repairs to 3 CMUs and processed over 6253 plastic discs.

Galley Maintenance (EA06) Galley Maintenance is responsible for the maintenance and repair for all equipment in ship's seven galleys, main laundry and the Gold Eagle Self Service Laundry.
That's more than 800 pieces of equipment vital to the crew's morale. From ice cream machines and soda fountains to dry cleaning machines and presses, Galley Maintenance keeps it going. The work never stops in this workcenter they work around the clock. They have completed over 150 major jobs from PIA till now.

Cryogenics SHOP (O2N2) (EA07) The O2N2 Shop operates the liquid oxygen and nitrogen producing plants, servicing outlets, and related equipment. Liquid oxygen provides life-sustaining oxygen to pilots and the liquid nitrogen used in many jet aircraft and weapons systems. Completing over 160 jobs in PIA-02. Everything from Compressor overhaul to calibrating the smallest gages in a remarkably shorten time frame. We completed several depot level repairs to the TBX, three regenerator valves. With all this and maintaining O2 Cleanliness in the plant. These guys are also known as the QA experts of the Division. With qual's as high as QAS.

Catapult Shop (EA08) The Catapult Shop maintains steam piping and valves from the main engineering plant to the steam provided for the four catapults. Catapults also achieved grades of GOOD and OUTSTANDING during MTT visits. Completing valve maintenance on over 400 valves and the complete painting out of 3/4 Accumulator space. They have not stop there, this workcenter remodeled the office.

DAMAGE CONTROL DIVISION

Damage Control Division is responsible for the maintenance and training for all damage control systems. In addition, to the maintenance, all DC equipment, also rehab 80 percent of all divisional spaces. During FY 2002, the DC Division was in the forefront of the Damage Control Training Team who completed over 100 General Quarter drills. These drills met all of the required guidelines, which ensured that CARL VINSON was up to speed in combating fires, flooding, battle-damage and also for the running for the Red DC. With the ship's compresses schedule, we successfully completed the Inter Deployment Training Cycle in seven weeks vice a six month cycle.

The Ship's Damage Control Training Classroom qualified over 300 newly reported personnel in Basic DC. Training was also given CBR procedures, SCBA operation and ADCS operation for ship personnel.

As the forefront leader in the Gold Eagle Flying Squad (At Sea Fire Party), we conducted over 50 drills to prepare for the deployment. All DC Division personnel had a key role in

the maintenance, upkeep and preservation of all installed damage control systems and portable Damage Control equipment that was inspected during the Pre-Operational Reactor Safe Guard Exam (PORSE). This PORSE inspection was given a grade of outstanding to DC Division. We are currently ready for the next Operational Reactor Safe Guard Exam (ORSE). Another major task was the off load of all weapons prior to the PIA and on-load of weapons prior to deploying. In which the GEFS must man fire hose in case of a weapons accident.

The Inport Emergency Team (IPET) ran over 100 drills for fire, flooding and Hazmat Spill responses. DC Division took the lead in the training of the IPETs, meeting all required drills.

The Chemical Warfare Shop (ER04) Is responsible for the maintenance, upkeep and preservation of all portable Damage Control equipment that is stowed in the Repair Lockers. This shop had a major renovation of all ten Repair Locker and 25 Unit Lockers. Smart Carrier Ship Alterations were installed for Locker Stowage, Computer Based Plotting System (ADCS), Computer Inventory System and the Self Contained Breathing Apparatus were installed replacing the out dated Oxygen Breathing Apparatus. Conducted the annual inspection of over 60,000 pieces of Chemical Warfare Equipment in conjunction with the fit test of the MCU 2/P mask and sizing of the Advanced Chemical Protective Garment for 2600 crewmembers.

The Fixed Systems Shop (ER06) Is responsible for the maintenance of the CO2 flooding systems located in Flammable Material Storerooms, the installed 50lb CO2 Hose and Reels located throughout the ship, Halon Systems and the Range Guard systems located above all of the Deep Fat Fryers in the Galleys. This shop changed out over 100 (50 pound) CO2 bottles that the hydrostatic test date would have expired during the next deployment. Made alterations for the APC system for the installation of additional deep fat fryers.

The AFFF Shop (ER10) Is responsible for the maintenance, upkeep and preservation of the 20 installed AFFF stations, associated piping and valves. This shop installed the Mod 2 modification to all hycheck station valves, rebuilt ten powertroll valves, rehab of all 20 AFFF station bilges and tested all weapons elevator sprinkling systems. The AFFF system is tested prior taking aircraft onboard to ensure operational readiness. The AFFF system was certified with no major discrepancies reported by COMNAVAIRPAC.

The Gas Free Shop (ER13) Is responsible for the maintenance and calibration all gas free testing equipment used for the certification of space atmosphere conditions. In addition was the lead in hanging over 2,500 hot and cold work chits to support a five month PIA.

The Firemain Shop (ER40) Maintains the firemain system, Main Drainage eductor systems, List Control Systems and well as tracking over 100 tanks and voids to maintain proper list and trim during while coordinating a 60-tank inspection and preservation package during the PIA. Set up and managed a temporary List Control system while the ship had a computer controlled List Controlled system installed.

The Ship's Damage Control Petty Officer Shop (EX09) This shop ensures all Damage Control Petty Officers (DCPO) throughout the ship are kept up-to-date on all damage control readiness, maintenance, upkeep and repairs of various Damage Control equipment. This shop maintains the expert knowledge to provide training to the over 54 Divisional Damage Control Petty Officers. All DCPOs have completed the STEP

program, which is now required by AIRPAC for all DCPOs. This shop also recently installed the Smart Ship Ventilation modification that tracks when to clean filters, saving the Navy of man-hours for maintenance. In conjunction with the shipyard and CEMAT, made repairs to over 170 watertight doors and hatches. They also did an inspection, repair and weight test of all Ballistic Hatches and Scuttles.

ELECTRICAL DIVISION

Regardless of what people think, warships run on electricity. With everything from weapons and navigation equipment to lighting systems and ventilation fans, without electrical power the ship would be dead in the water. Electrical Division, the largest division in Engineering, keeps the lights burning. With equipment in every space on the ship, the electricians and IC men of E division own more gear than anyone. This top-notch team of dedicated professionals work overtime on all non-propulsion related electrical equipment inside and outside the main spaces to keep everything running smoothly. Whether troubleshooting grounds on the ship's 110V distribution system or repairing a faulty 400Hz Aircraft Electrical Service Station, E division meets the call to keep the CARL VINSON/Air Wing 9 war fighting team at the pointy end of the spear.

General Lighting (EE01) The General Lighting Shop is responsible for the maintenance of the ship's 110V lighting and receptacle distribution system. With light fixtures, receptacles and switches located throughout the ship, the Lighting Shop is continually working to identify, troubleshoot and repair unsafe grounds and potential shock hazards. During the PIA, the shop provided support for 80% of all tagouts and WAFs in the availability. It also re-lamped seven supply storerooms, surveyed the 110V distribution system for INSURV preparations, and performed a complete ship-wide casualty power cable inventory.

Power And Rewind Shop (EE02) The Power and Rewind shop is responsible for the preventive and corrective maintenance on all 450V distribution outside of the main spaces, to include load centers, power panels, and distribution boxes. In addition, the shop also has electrical ownership of all air conditioning plants, motor driven fire pumps, ventilation motors, list control operators, thermostats, re-heaters and duct heaters throughout the ship, as well as all other miscellaneous motors onboard. Maintaining a complete motor rewind facility, the Power and Rewind shop has the capability to overhaul and rebuild virtually any motor onboard the ship or in the battle group. Since September, the shop has made repairs to over 105 separate motors, including everything from bearing replacements to complete class "B" overhauls and rewinds.

EE03 Electrical Tool Issue The Electrical Tool Issue shop is responsible for maintaining the Engineering Department tool issue and electrical safety program. This shop conducts electrical safety checks on all shipboard electrical tools and extension cords for Engineering, Administration, Chaplain, Medical, Dental, Safety, Legal, and Supply departments. Also, the Tool Issue shop oversees the operation of the ship's five satellite tool rooms, operated by Weapons, Air, AIMD, Combat Systems, and Reactor departments. The Tool Issue shop has most recently overseen the installation of seven electrically safe benches in each of the departmental tool issue rooms, as well as the Power and Rewind shop. These benches are essential to an effective shipboard electrical safety program.

Underway Replenishment, Boat And Battery Shop (EE05) The Battery Shop is responsible for all navigational lights, UNREP equipment, and vertical stores conveyors. As if this weren't enough, the shop also keeps the ship's two RHIBs, the CO's Gig, and the Admiral's Barge in top running condition. During the PIA the Battery shop, working with shipyard contractors, replaced all the windshield wipers on the Navigation Bridge, the Flag Bridge and Primary Flight Control. Most significantly, the shop also replaced all ship's navigational lighting fixtures and rewired the entire system, normally a DEPOT level job.

A & O (EE06) The electricians of A & O are as essential to the mission of the ship as any division onboard. Without them, the planes truly will not fly. The Aviation and Ordnance shop is primarily responsible for maintaining 400Hz electrical distribution system and all associated equipment, including the ship's six Special Frequency Motor Generators (SFMG) and the Aircraft Electrical Service Stations (AESS). In addition, the shop also maintains and performs electrical repairs to the Aircraft Elevators and Deck Edge Doors, Hangar Bay Divisional Doors, the AFFF Firefighting system, the JP-5 Fuel and Transfer system, and last, but not least the ship's Degaussing system. The A & O shop has most recently overhauled and repaired all of the flight deck and hangar bay AESS stations and control circuits, resulting in maximum system reliability.

Interior Communications (EC01, EC02, EC03) Without communications, the ship is just 90,000 tons of metal floating in the ocean. Keeping the vital communication links open, both on and off the ship, falls under the responsibility of the IC shops (EC01, EC02, and EC03). ECO1, the Alarm and Indicating shop, maintains the ships numerous alarm and warning systems (fire, flooding, airflow, and CHT level control systems to name a few). EC02, otherwise known as the Phone Shop, maintains and administers the ship's complex and expansive telephone system. This task requires technicians to be knowledgeable in all aspects of shipboard and civilian telephone operations, as well as PCS phone systems technology. This work center also has responsibility for the many "ship's control" systems such as wind indicating, speed indicating, and gyro repeaters. EC03, the MC and Sound Powered Phone shop, is responsible for the ship's internal communications and sound powered phone systems. These systems include the 1MC, 3MC, and 5MC, as well as all isolated communications systems (ie; squawk boxes) throughout the ship (21MC, 26MC, etc). During the ship's last PIA, the IC shops took responsibility for coordinating and assisting the shipyard in the installation of all Smart Carrier initiatives.

MAINTENANCE & MATERIAL MANAGEMENT (3M)

3-M Office Senior personnel administer, inspect, and schedule preventive maintenance procedures for all CARL VINSON departments, provide basic data and requirements for the accomplishment of scheduled maintenance, and provide 3M training and guidance to 167 work centers. This office organizes and supervises the ship's self-inspection program, comprised of planned maintenance system spot-checks, and weekly zone inspections, ensuring the Gold Eagle is always safe, clean, and fully operational. The 3M office screens and processes work requests submitted by ship's personnel for review and approval by the Maintenance Office.

Quality Assurance (QA) Comprised of senior technical experts in the areas of nuclear and non-nuclear mechanical and electrical repair, welding and brazing, and non-destructive testing, the Quality Assurance (QA) office plays a vital role in mission capability and personnel safety. QA personnel administer the ship's QA program, which

involves qualifying and training personnel, performing audits and surveillances, and tracking corrective actions and equipment/system departures from specifications. The QA division supports the command's mission by ensuring ship's personnel receive quality training, identifying maintenance and repair areas in need of process improvement, and most importantly, by ensuring technical specifications are met.

Maintenance Support Center (MSC) (WEPS/AIR/RX/CSD/ENG) MSC provides work center maintenance technicians with the logistic support elements required for effective planning, management and performance of maintenance. MSC is the direct interface between the maintenance technician and the Integrated Logistics Support (ILS) System. Manned by specially trained maintenance and supply personnel, MSC operates around the clock providing fundamental technical and supply support for troubleshooting, repair, and maintenance of shipboard equipment.

REPAIR DIVISION

Shipfitter Shop (ER01) The Shipfitter Shop is responsible for the repair and fabrication of all structural and sheet metal components of the ship, including bulkheads, decks, lighting fixtures, handrails using the GMAW and GTAW welding processes. This shop is also responsible for fabrication of miscellaneous projects for improving space efficiency and quality of life, including cabinets, lockers, desk and locker mountings, and TV and VCR stands.

ER02 Carpenter Shop The Carpenter Shop plays a large role in supporting the ship's public relations efforts. The shop produces quality, handmade wood projects including plaques, knot boards, and ceremonial display boxes, for all occasions. In technical support, the Carpenter Shop produces various types of shipping containers, jigs, and holding and securing devices in support of the BFIMA program.

Pipe Shop (ER03) The Pipe Shop is responsible for the repair and replacement of all deteriorated piping systems and associated valves onboard the ship. This shop supports every fluid system on the ship including plumbing; chill water, catapult steam, fire main, and reactor and propulsion plant support systems.

Machine Shop (ER05) The Machine Shop personnel are expert fabricators and repair technicians. These technical craftsmen repair and/or produce mechanical parts using the Industrial Production Equipment: lathes, milling machines, grinders, and drill presses. This shop is also responsible for all basic shipboard engraving and retains an electro plating capability. In 2002, the Machine Shop completed well over 2000 work requests in the manufacture of parts, including jet and helicopter parts, gun mounts components in support of the embarked air wing. As a Battle Force IMA (BFIMA) the machine shop completed the following routine repairs: pump shafts, motor shafts, end bells, u-joints, elevator safety devices and catapult support equipment.

Collection, Holding And Transfer Shop (CHT) (ER15) The CHT Shop is responsible for the maintenance and upkeep of all of CHT piping systems, six EDDY pumps, 75 diverter valves and 75 scupper valves for the 133 heads onboard the Carl Vinson, This shop also provides a 24 plumbing service call capability for any and all plumbing or associated system crises.

LEGAL DEPARTMENT 2002

The Legal Department's primary mission in 2002 was: (1) to provide legal services to the command, crew and embarked Air Wing; (2) to maintain good order and discipline among the crew; (3) sustain a heightened force protection posture for the ship the entire year; and (4) to operate the Gold Eagle Brig.

LEGAL OFFICE (L-1 DIVISION)

Provided legal counsel to the Commanding Officer, Executive Officer and Department Heads; managed the command discipline program according to the Uniform Code of Military Justice; processed administrative separations; provided legal assistance to the crew and embarked Air Wing regarding a wide variety of issues; and, in connection with the local NLSO, conducted an electronic tax filing program during 2002 and made preparations to run an independent program for 2003. L-1 directed several complex command investigations, including one death investigation; responded to various Congressional Inquiries; provided assistance and advice on acceptance of gifts; tracked over 100 civilian criminal actions; and responded to claims of spousal and family non-support. L-1 provided numerous legal assistance services, including but not limited to the preparation of over 450 Wills and Powers of Attorney, notary services and assistance and advice on divorce, child support and debtor/creditor issues. The division processed over 398 nonjudicial punishment report chits, 22 Special Courts-Martial, 45 Summary Courts-Martial, and 119 Administrative Separations.

SECURITY (L-2 DIVISION)

Was comprised of 21 permanently assigned Master at Arms and 43 TAD personnel. The division is divided into smaller functional entities consisting of Patrol, Urinalysis, Training, Investigations and Physical Security/ Access Control. Patrol provided the ship's internal physical security, including brow and Military Working Dog (MWD) inspections. Patrol responded to 1584 calls for assistance including; 143 monetary funds escorts, 41 reported assaults, 70 medical alerts, 10 suicidal ideations, and 272 courtesy turn-overs. Patrol Officers conducted over 100 Captain's Masts and XOIs, monitored 378 restricted musters and registered 239 personal property items for identification. Investigations conducted 220 investigations, ranging from minor infractions to weapons mishaps, with a 95% solve rate. Urinalysis collected and processed 9114 urinalysis samples for laboratory testing, with a 99.9% discrepancy free record. Training qualified 121 personnel in small arms weapons qualifications 55 Force Protection Watch Officers, 58 Force Protection Picket Boat Officers and 218 Force Protection Lookout watches. Training instructed 3 Patrol Academies, qualifying 42 personnel and 2 Special Operations Response Team (SORT) Academies, which qualified 12 members. Guard Mount training was conducted daily on subjects including Naval Law Enforcement, Force Protection and Carl Vinson policies, rules and regulations. Physical Security/Access Control conducted countless scenario-driven security drills and processed over 6,027 contractor and Forces Afloat badges. As a direct result of the seamless integration of these entities, the command was awarded the "2002 DoD Best Antiterrorism/Force Protection Plan Award – Operational Unit", and received a grade of "Outstanding" during the October 2002 COMTHIRDFLT Force Protection Exercise.

GOLD EAGLE BRIG (L-3 DIVISION)

Was comprised of 7 TAD personnel and 6 permanently assigned Master-At-Arms. The division safely operated the ship's Brig in accordance with current instructions and was responsible for the correctional care and more importantly, rehabilitation of the confined personnel. Our Gold Eagle Brig staff conducted confinement in-processing of 21 courts-martial prisoners and 5 bread-and-water prisoners, as well as provided prisoner escorts for all special and general courts-martial, brig-to-brig transfers and prisoner appointments.

MEDICAL DEPARTMENT

USS Carl Vinson's Medical Department's strength clearly lies in its personnel. Without them, mission accomplishment would never be met. Completing a shortened Planned Incremental Availability and a compressed work-up cycle, our Corpsmen led the department to a second consecutive record-breaking performance on the Commander Naval Air Force Medical Readiness Inspection. More than ever, the Medical Department was ready to get underway to provide for the "Mighty Carl Vinson" in support of our nation.

Work-ups for Carl Vinson involved the normal stressors but we were well prepared and deployed on time in better shape than could be imagined. Luckily, our Air Wing Nine team came to us more prepared than we could have hoped and have fit superbly into the department.

In particular, a more in-depth analysis of the department is below.

MEDICAL READINESS

Medical Readiness Division currently encompasses Birth Month Recall, Aviation Medicine, Medical Records and Preventive Medicine. Although it has been a busy year, Medical Readiness excelled in all aspects of operational readiness. This was instrumental in Carl Vinson earning its sixth consecutive Blue Medical "M." Medical Readiness screens patient records, track immunizations, and ensures the completion of all routine occupational physical exams ensuring the health and welfare of the Carl Vinson crew. Additionally routine inspections are conducted throughout the ship improving sanitation compliance and preventing disease outbreaks from occurring. Patient contact interviews are also conducted to track and report communicable diseases trending data.

a. Aviation Medicine Aviation Medicine's primary mission is to ensure that all personnel assigned to aviation ratings are physically qualified for their duties. During the past year, Aviation Medicine conducted all routine aviation and occupational exams in conjunction with Birth Month Recall. This decreased waiting time, improved traffic flow, and more evenly distributed the workload.

b. Birth Month Recall Nothing more should be said about the Carl Vinson Birth Month Recall (BMR) program other than "The Best." Our hallmark program was awarded top honors during the COMNAVAIRPAC Birth Month Medical Surveillance Inspection (BMMSI) for the second straight year with a score 91.8 percent, the highest rate for all Pacific Fleet Aircraft Carriers for the past two years. This success is the direct result of the dedication of the BMR Supervisor HM2 Conroy. She relentlessly pursued the goal of all personnel to report for BMR every month which ensured all immunization, audiometric testing and occupational were maintained at the highest state of operational readiness.

c. Medical Records Under the guidance of HM2 (SW/AW) Bushnell, the Medical Records Office improved the accountability for health records maintained by the Medical Department. He created a tracking procedure program ensuring all medical records were available for patient encounter entries using the Ships Automated Medical System (SAMS) database. This system decreased the amount of time previously being utilized locating medical records throughout the Medical Department.

d. Preventive Medicine Preventive Medicine improved the quality of life of Carl Vinson Sailors by conducting routine and investigative inspections of all food service facilities and berthing areas, barbershops, laundries and etc. Daily and weekly bacteriological and halogen samples were also collected to monitor the potable water system. The Preventive Medicine Division also ensured that required annual tuberculosis exams and INH therapy were completed as required as well as interviewing all communicable disease for possible contact reporting and tracking.

e. Laboratory The laboratory saw numerous improvements bringing them into the 21st century. The lab is staffed with two advanced Laboratory Technicians. After coming out of the yards, the laboratory received the Schiapparelli ACE Analyzer which is capable of testing the following chemistries, Chem 10, Lipid panel with direct HDL, LFT, Cardiac profile, Thyroid panel (total T4 and T uptake) amylase and Iron. The Schiaparelli ACE saves approximately three minutes per test depending on the test. Features include an automatic pipette that pierces the top of the tube so the chance of contact with serum is decreased (decreasing the potential for accidental contact between the technician and the serum). The carousel is refrigerated so the reagents are able to stay on the analyzer for up to 30 days.

The Coulter AcT Differential gives a normal CBC with a 3-part differential. Approximately 15 minutes is saved in slide preparation.

We also procured an automated urinalysis analyzer and brought it online. This decreased the chance for technician error and processed the results electronically in 30 seconds (saving approximately one minute per test).

However, the status is still the same but we have had several problems with both instruments. The temperature alert seems to stay on quite often, therefore, we have a osculating fan blowing on it constantly. Another problem that seems to arise with the instrument is that give a unrecoverable error due to the probe not being able to realign.

The coulter has had two trouble-call visits from the coulter tech to replace parts that rendered the instrument incapacitated. The first was back in Sept 2002 costing $1,500 and the second was in early Jan 2003 costing about $2,300.

Most of the Laboratory's woes stem from its lack of adequate supplies. We seem to have to either do without or acquire needed supplies from other sources other than our ships supply system.

MENTAL HEALTH

In 2002, the decision was made to retain the psychologist billet onboard the USS Carl Vinson and all CVNs. A licensed Clinical Psychologist continued to provide Mental Health services including: Assessment services; Psychological Evaluations; Psychotherapy; Group Therapy; Crisis Management; Psychoeduction and Consultation. The Psychologist supervised the work of one Psychiatric Technician. Two Command Alcohol Abuse Counselors also served onboard, conducting evaluations, making treatment recommendations, and providing education and counseling to Sailors. By providing comprehensive mental health services on board the carrier, this team aims to

improve the psychological well being of CVN 70 Sailors and enhance their quality of life, whether at home or deployed.

PHARMACY

Prior to getting underway for WESTPAC 2003, the "Gold Eagle Pharmacist" ensured that we were at 100 percent AMMAL within the shortest period of time coming out of Planned Maintenance Period which is a rarity but was easy to achieve due to the outstanding efforts of HM1 Cable, our Nationally Certified Pharmacy Technician. He achieved this by receiving over $60,000 in pharmaceuticals from Naval Hospital Bremerton Pharmacy and his prudent procurement habits. He was also able to help save man-hours, protect the environment, and money, by sending expired medications to Guaranteed Returns. His complete implementation of a Pharmacy inventory in SAMS with a three-week period also helped with Stock Rotation and Monthly checks of Pharmaceuticals expirations during the deployment.

PHYSICAL THERAPY

USS Carl Vinson has a fully functioning Physical Therapy service in the Medical Department. The Division is staffed with a Physical Therapist (PT) (Medical Service Corps Officer) and a Physical Therapy Technician (NEC 8466). Patients are seen directly from sick call as walk-in Musculoskeletal Screen or referred after being seen by a healthcare provider. The Physical Therapist has an office in Main Medical for conducting patient evaluations and treatments. The PT serves as a consultant for most musculoskeletal conditions seen on this ship as well as provides verbal/written consultation to other medical departments in the battle group. Treatments are given by the PT Technician in the Physical Therapy Clinic, located adjacent to the MWR Cardio Gym on the O3 level. Being co-located with the gym facility allows easy access to the appropriate fitness equipment that is an integral part of the patient's rehabilitative plan. While inport Bremerton, the PT teams up with the Orthopedics Department at Naval Hospital Bremerton to facilitate onboard Orthopedic clinics; minimizing time away from work for the crew and maximizing the volume of crewmembers evaluated by the Orthopedic Surgeon.

RADIOLOGY

The Carl Vinson Radiology Department came out of PIA with a face-lift. A new Siemens x-ray unit was installed. This system is very user friendly with its touch tone control panel and floating tabletop. We completely remodeled the room from top to bottom. We also added an all–purpose rubber floor and removed an inner wall to add more space for the larger x-ray unit and digital equipment. Software has been added to the tele-rad equipment to allow us to digitally transfer our studies to Naval Medical Center San Diego. Allowing the healthcare provider's access to valuable information that has avoided sending patients to a shore facility for diagnostic tests. This significantly increases the care the Carl Vinson Medical Team has been able to give to their patients.

TRAINING

After coming out of a compressed PIA, the ship immediately stepped into a rigorous training schedule, resulting in the successful progression from CART I to FEP in record time of 16 days. The department's Medical Training Team (MTT) worked long and hard hours to accomplish this unprecedented task and demonstrated outstanding leadership in the process. During this time, 100 percent of stretcher-bearers were PQS qualified and the entire crew was trained in the management of GITMO 8 wounds. Special thanks to LT Dave Cunningham, the ships General Medical Officer, who developed an excellent training tool in CD format to facilitate this training. The CD proved to be such a success, that it is currently being used throughout the Pacific Fleet. As a result of their efforts, the entire MTT was awarded CO Letter's of Commendation. The department's Training Officer, LT Brian Carion, continuously ensured staff met all GMT, Safety, and professional requirements, while regularly training the crew with weekly CPR courses. Medical's training program received a grade of 100 percent (C-1) on a recent Medical Readiness Inspection (MRI) conducted 24-26 November 2002, which played a key role in the department's earning of its sixth consecutive Blue "M" award.

RADIATION HEALTH

After following up the 2001 ORSE of "Above Average" with an early 2003 score of "Excellent" (A score not received by any carrier in the Navy in eight years), the Radiation Health Division continued to perfect its program and proved it with an "Above Average" on its first MTT out of PIA. Ever searching for better ways to improve, it is now updating its Standard Operating Procedures in hope of continuing its goal of "Best in the Navy."

CONCLUSION

Hard work, determination, and excellence allowed for a seamless transition of the Medical Department even though we turned over roughly 40 percent of its staff. Ready to meet any mission, the Carl Vinson Medical Department continues to strive for complete, quality healthcare for the individual Sailor and Marine.

NAVIGATION DEPARTMENT

2002 was a great year for "America's Favorite Carrier." Carl Vinson returned to Bremerton on January 23rd to a hero's welcome following a record setting deployment to the Northern Arabian Sea in support of Operation Enduring Freedom. Following a much-needed stand down, the crew of Carl Vinson began a six-month overhaul in the Puget Sound Naval Shipyard. Shortly after the overhaul began, it was shortened to five months so that Carl Vinson would be ready sooner to answer the Nation's call to duty. In September the "Gold Eagle" set out for a very successful sea trial proving that the hard work accomplished during the overhaul was complete. Carl Vinson maintained an impressive pace and completed sixteen weeks of crew training in sixteen days thus providing another combat ready asset to continue the global war on terrorism. In October Carl Vinson arrived in Southern California Operating Area to start to train with Carrier Air Wing Nine and the rest of the Carrier Battle Group. She returned to Bremerton in December for a much needed holiday stand down.

26	Sea and Anchor Details
20	Underway Replenishment Details
71	Hours alongside
14	Restricted Transits
9	Straits Of Juan de Fuca
4	San Diego
1	Pearl Harbor

Entering port to moor:

San Diego
Pearl Harbor
Bremerton

OPERATIONS DEPARTMENT

Following a truly historic deployment, USS Carl Vinson (CVN 70) returned home in January to not only enjoy some well-earned rest, but also begin an extensive 6-month long maintenance period within the Puget Sound Naval Shipyard.

But as with the previous year, real world event would take center stage and Carl Vinson would be a major player. This included an expedited yard period for the ship (down to five months) as well as an accelerated Inter-Deployment Training Cycle, both historic achievements in their own right, in order to prepare for an eventual deployment less than a year after returning home. As usual the Operations Department was at the forefront providing countless support for the Carl Vinson Battle Group.

OA DIVISION

OA Division spent the first six months of 2002 conducting maintenance and shipboard preservation. During USS Carl Vinson's Planned Incremental Availability (PIA) OA Division provided a large percentage of their personnel, over 50% at times to Habitability Teams throughout the ship and Department. The personnel who remained in the Division completed the renovation and preservation of all OA divisional spaces accumulating more than 5200 man-hours.

OA division quickly shifted gears back to the METOC mode after the completion of PIA in August, providing all the necessary environmental support and forecast services to optimize the success and safety of operations in support of battle group tactics and operations during the IDTC and WESTPAC 02/03. Specifically, OA division presented 6 climatological briefs, 292 event briefs, 46 navigation briefs, 32 Integrated Training Team Briefs, and 39 Flight Weather Briefs (DD175-1).

They took 3060 synoptic weather observations, issued 364 terminal aerodrome forecasts (TAF), 32 daily battle group forecast (BG WEAX), launched 12 radiosondes, issued 20 Tactical Atmospheric Summaries, and 6 Tactical Oceanographic Summaries.

OA division continually coordinates their efforts with shore based METOC components to ensure that theater CINC's have a comprehensive understanding of any pertinent weather that the Battle Group may experience.

OC DIVISION

Air Operations, consisting of the Carrier Air Traffic Control Center (CATCC) and the Air Transfer Office (ATO), returned to operational status in September after completing a five month Planned Incremental Availability (PIA).

Prior to conducting flight operations the CATCC Team attended two team-training evolutions in the laboratory environment at Pensacola, Fl where they demonstrated their tremendous potential with team scores of 94% and 95% respectively.

During the first underway-period Air Operations completed 414 arrested landings and the CATCC Team received their certification from AIRPAC.

The second at-sea period honed Air Operations skills while conducting Fleet Replacement Squadron Carrier Qualifications in the Southern California Operating Area. A total of 789 arrested landing were accomplished, many were the first shipboard arrested landings for the pilot. After one day in San Diego to on load CVW-9, Air Operations went back to work in the high tempo COMPTUEX where 1,837 arrested landings were accomplished, which was a critical factor in the ship receiving its Blue Water certification.

The Air Transfer Office (ATO) was kept busy and processed a total of 124,680 pounds of cargo, 24,324 pounds of U.S. Mail and flawlessly handled 1,035 passengers including 360 Distinguished Visitors.

OI DIVISION

During PIA, OI Division personnel played a major role in completely revamping more than 64 spaces throughout the ship, correcting more than 500 discrepancies. 36 sailors from OI Division participated in berthing rehabilitation by dismantling and installing 1,042 berthing racks and lockers in 12 berthing compartments. In addition, they streamlined and coordinated production assistance of tiling, priming, and painting of each berthing compartment. To boot, their efforts reduced PIA by one month.
When the alert order was published directing the ship to prepare to be combat ready six months early, the entire division stepped forward to lend a hand. With manning level at 78 percent, OI Division spearheaded the OPS department during a reduced three month Inter-Deployment Training Cycle, completing CART I/II/II, TSTA I/II, FEP and COMPTUEX in record setting fashion. Four TOP Supervisors, Three Surface Supervisors, Two Air Intercept Controllers and Two Surface Combat Air Controllers qualified in time to support the CY-03 Deployment. More than 680 hours were spent in the seat controlling 250+ aircraft and at the same time checking over 6000 aircraft for Mode II and Mode IV validation. During this time, two hard-charging modules (TOP and Surface) tracked 1,200 surface contacts. In the Data Link realm, the Detection and Tracking module's efforts supported three embarked staffs, resulting in a 99 percent success rate of keeping a real-time air and surface picture for CVIN, CCG-3 and DESRON 9.

OP DIVISION

The Photo Lab distinguished itself and was recognized by the Navy's Chief of Information Office (CHINFO) for the complete and detailed coverage of USS Carl Vinson's Planned Incremental Availability (PIA) period. During this maintenance period the Photo Lab crew documented an array of events from removing the screws and catapults to the renovation of berthings and resurfacing of the flight deck. Through these actions Carl Vinson was the first ship in several years to successfully provide CHINFO with a timely visual representation of a ship undergoing a scheduled maintenance period. The Photo Lab submitted a nomination package for the 2002 Chief of Naval Information (CHINFO) Merit Award for "Best SITE TV Show" for its efforts in teaming with the Public Affairs Office in producing a weekly news show for the Carl Vinson Battle Group during the IDTC and COMPTUEX at sea periods.

Formal photographic training evolved towards promoting the aircraft carrier Photo Lab's role as the Battle Group Photo Lab by temporarily assigning our Photographer's Mates to

Combat Camera group Pacific, San Diego CA. The training included operational still and video documentation aboard ship and well as in the field. This significantly enhanced the Photographer's imagery collecting skills and implanted the vision towards the future capabilities of the ship's Photo Lab supplementing the role of the Combat Camera Photographer during deployments and special mission tasking as required by the Battle Group.

The Photo Lab completed and delivered the 2001-2002 Cruise Book, a stimulating visual record of Carl Vinson's role during Operation *Enduring Freedom*. The 528-page book captured every aspect of the aircraft carrier, Carrier Air Wing Eleven and Battle Group's efforts in the war against terrorism. The Photo Lab also produced a three CD set that presented still and video imagery, in a web based format, of the Battle Group's mission during OEF and a complete visual documentation of Carl Vinson's PIA. The creativity and skill of Photo Lab personnel were evident in transmitting more than 1,000 photographs during 2002 to CHINFO for dissemination to Department of Defense and national media publication.

OS DIVISION

Ship's Signal Exploitation Space (SSES) performance during the time compressed, three month Inter-Deployment Training Cycle (IDTC) resulted in the highest praise from inspectors, evaluators, and senior Intelligence Community observers. SSES operations continue to be at the forefront of afloat cryptology. During the IDTC, the Cryptologic Analysis and Support Element (CASE) was relocated from SSES and integrated into CVIC providing SIGINT products in support of the Information Warfare Commander, Strike Warfare Commander and Senior Intelligence personnel. Utilizing its veteran crew from last deployment and integrating new personnel, SSES provided aggressive and effective SIGINT support through the re-vitalized CASE but also through outstanding Collections and Reporting in support of Theater and National Agencies. As the Battle group Network Control Station (NECOS), the SSES communications center was not only responsible for maintaining the Special Intelligence circuits for CARL VINSON but also responsible for coordinating the overall troubleshooting, operating procedures and daily communications efforts for over eight cryptologic capable ships while operating in the C7F AOR.

OW DIVISION

Since returning from deployment in January 2002, OW Division saw a 60% turn over in personnel. 2002 was characterized by training and upkeep. This included preparing first term sailors and the ship for the challenges to be met deploying again in less than one year. Teamwork and goal setting enabled OW division to meet all tasks and commitments.

OW Division contributed to the five month PIA with representatives on the tile, berthing rehab, and Operations Department paint teams. Simultaneously, work continued in the division with the removal, refurbishment, and reinstallation of both AN/SLQ-32(V) 4 antennas and the complete overhaul of both antenna platforms.
Upon completion of PIA OW Division contributed to the ship's completion of sea trials, CART II, TSTA II, III, and FEP in only two months. The EW Module met the challenge by accomplishing 30-plus C2W training exercises during the period.

The last major evolution of the year, COMPTUEX, brought all the previous work together and demonstrated that OW Division equipment and personnel are prepared to fulfill all duties of the Electronic Warfare Control Ship during deployment.

OX DIVISION

Since returning from deployment in January 2002, and a shortened 5-month PIA, OX Division busily prepared for an accelerated work-up cycle and early deployment.
During PIA 02, OX Division personnel rehabbed 16 spaces totaling 56 jobs. They also completely refurbished both port and starboard NIXIE winches.
During Carl Vinson's compressed IDTC, TSTA I/II/III/FEP, OX division planned, organized and executed 13 ASW qualifications and was influential in the initial planning and execution of seven Integrated Training Team/Ships Warfare Training Team scenarios. Team members also completed two NIXIE streams, testing this system while underway. OX Division personnel received comments from ATG for demonstrating an outstanding amount of cohesiveness, knowledge and teamwork. OX division was instrumental in the superior results obtained for the combat training team during this evolution.
During COMPTUEX-02, AW's from the OX Division controlled 400 hrs totaling over 84 USW patrol and rotary wing aircraft from two countries (Australia/Canada). Over 1,000 sonobouys were deployed helping to develop 77 attack criteria CPA's and 21 simulated attacks during 257 hours of opposing force submarine contact. OX division expertly coordinated all communications, submarine water space and maintained the USW Master Tactical Plot for the entire Battle Group.
OX Division received laudatory comments from DESRON NINE for going above and beyond normal qualifications required. This included qualifying all watch standers as SAT Operational Assistants, managing all water space and BGIXS operations. CV TSC personnel qualifications during this period were as follows: 2 Watch Officers, 5 Watch Supervisors, 6 MSAS-1 Operators, 7 MSAS-2 Operators, 8 TACCO's and 10 Tactical Plotters. This was an exceptional record of qualification and achievement for any single year.

OY DIVISION

Strike Operations enjoyed an extremely successful 2002 by providing outstanding support for both the Air Wing and ship's company. They superbly coordinated the entire ship's schedule during Sea Trials, TSTA I/II/III, COMPTUEX, FEP, CART, Flight Deck Certification, one FRS CQ and the early stages of workups for a 2003 deployment. In its supporting role, Strike Ops scheduled 399 sorties, which logged over 675 flight hours in the final days of the 2001-2002 deployment. Strike Operations continued in a strong relationship with CVW-11 that was instrumental in USS Carl Vinson earning the 2001 JIG-DOG RAMAGE Award for superior Carrier and Air Wing Integration. As CVW-9 joined Carl Vinson in September 2002, Strike Operations continued to provide exceptional support to ship and air wing operations. Strike Operations scheduled and coordinated 1683 sorties, totaling over 2500 flight hours, during the Battle Group's compressed Inter-Deployment Training Cycle

During Programmed Incremental Availability (PIA), Strike Operations remained an integral part of the ship's mission. Strike Operations coordinated, deconflicted and managed the drafting, production and dissemination of the ship's Pink Sheet and Green

Sheet. During PIA alone, Strike Operations coordinated, through the Pink and Green sheets, more than 1850 ship wide events.

Following PIA, Strike Operations was critical in returning Carl Vinson to combat ready status in record time. Strike Operations managed schedules of events for Dock Trial, Sea Trials, TSTA I/II/III, and COMPTUEX and recorded more than 1100 departmental Readiness and Competitive exercise results. Strike Operations tracked and maintained data for all 17 major departments, ensuring overall Primary Mission Area readiness raised from M-4 to M-1 rating in all areas.

OZ DIVISION

The Intelligence Center completed a demanding five-month Planned Incremental Availability (PIA) period in September 2002. Immediately following the PIA period OZ Division began preparing for an innovatively compressed Inter-Deployment Training Cycle (IDTC) in order to deploy seven months ahead of schedule. The Intelligence Team which is comprised of CCG-3, Carrier Air Wing Nine and Destroyer Squadron Nine intelligence personnel, received significant praise from Commander, Carrier Group One and Commander, Third Fleet for the successful completion of the IDTC within three months. In January 2003 Carl Vinson received a deployment order to the Seventh Fleet Area of Responsibility (AOR). During deployment the intelligence team provided support to naval units assigned to Commander Task Force 70. Maintaining an around the clock merchant ship and indications and warning watch, OZ division provided accurate and timely intelligence to all US Naval Forces assigned to Seventh Fleet.

SAFETY DEPARTMENT

It was a busy year for the Safety department beginning with a heroic homecoming following our participation in Operation *Enduring Freedom*.

The Safety department tracked over 900 accident and injury reports and wrote over 30 reportable injury messages. Safety qualified over 120 new division safety petty officers, performed over 1500 respirator fit tests, and inspected and maintained over 5000 pieces of safety equipment on the ship that includes 32 flammable storage lockers, 120 eyewash stations and over 5000 pieces of Personal Protective Equipment. The department also issues over 15,000 respirators and conducted over 3000 hours of monitoring and personnel guidance during flight deck operations. 4500 safety discrepancies were identified with a 98% correction rate.

A major evolution for the ship was the Planned Industrial Availability. This yard period was initially scheduled for a 6-month time frame but was condensed into 5 months. Although the timeframe was shortened the amount of work stated the same. Safety training specifically written for the various tiger teams on board on hazards related to the work they would be doing. Because of this tiger-team training and the aggressive "in your face" attitude about safety, no serious mishaps occurred during the 300,000 man-hours of this industrial period.

Safety Department participated in the Smart Carrier program to increase manpower efficiency. Safety department analyzed their own Personal Protective Equipment (PPE) issuing system and implemented changes that saved hundreds of man-hours a week. The department also came up with a forward thinking plan for how PPE should be issued on future carriers or implemented in current ones that could save thousands of man-hours and reduce the amount of personnel needed.

The Safety Department was staffed by 1 Safety Officer, 1 Industrial Hygiene Officer, 1 Departmental LCPO, 6 Safety Petty Officers and a Yeoman.

Personnel Advancements and Achievements

During the past year the Safety Department had one ESWS awarded and one-person advance to first class.

Community Relations

Several members of the Safety Department participated in various community projects in the local Bremerton area. These included: Habitat for Humanity and Soup Kitchen for the Homeless.

PROFESSIONAL DEVELOPMENT DEPARTMENT

In 2002, Professional Development Department continued in its goals to provide sailors the necessary tools to mature, advance and succeed professionally during their time on board the Carl Vinson from their first day to their last. The most significant success of this concept was during Carl Vinson's five month PIA. During that time the department sponsored and indoctrinated on average, 20 new sailors per week. Also developed during this time was a senior indoctrination program to provide Chief Petty Officers and Officers the tools they needed as they returned to sea in leadership billets. Throughout PIA, PDD continued to encompass CCC, ESO, TADTAR and DAPA.

In September, the dynamics and environment of Carl Vinson changed from an industrial to an operational environment and was ordered to complete the Basic Phase of the CNAP Inter-deployment Training Cycle (IDTC) in 16 days, vice the nominal 16 weeks. That change in environment resulted in big changes for PDD. PDD was disestablished and Training Department was reformed. For the remainder of the year, Training Department focused solely on command training with formal school coordination and watchstander scenario training.

Specific accomplishments from the CCC, ESO, DAPA and command Indoc can now be found with Administrative department.

TRAINING DEPARTMENT

In 2002, Training Department continued in its goals to provide sailors the necessary tools to mature, advance and succeed professionally during their time on board the Carl Vinson from their first day to their last. The most significant success of this concept was during Carl Vinson's five month PIA. During that time the department sponsored and indoctrinated on average, 20 new sailors per week. Also developed during this time was a senior indoctrination program to provide Chief Petty Officers and Officers the tools they needed as they returned to sea in leadership billets. Throughout PIA, PDD continued to encompass CCC, ESO, TADTAR and DAPA.

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WEAPONS DEPARTMENT

Flight Deck Ordnance Division (G-1)

The professional ordnance handlers of G-1 Division proved time and again that no challenge was too great for them to accomplish in 2002. The year commenced with our return from deployment and Operation *Enduring Freedom* and a much needed and well deserved stand down period inport Bremerton. The next major evolution for G-1 Division was preparing the ship for Planned Incremental Availability 2002 (PIA 02). The transition to the shipyard environment was fraught with challenges but the flight deck crew was up to each and everyone. Personnel were somewhat dispersed throughout PIA, working with the Ship's Force Lagging Team, Handling Equipment Rework Detachment Everett, or maintaining berthing and messing facilities onboard APL 62. The task didn't matter; G-1's professionals were there. Escaping from the shipyard, all work complete, and a month early, G-1 hustled through Sea Trials and began a highly compressed Innovative Inter Deployment Training Cycle. The truncated training period tested everyone as the ship progressed from basic fire drills to complex General Quarters evolutions. During this time we welcomed our Air Wing (CVW-9) to the Carl Vinson Team. Following a minor weapons onload, G-1 provided expert support to our newly embarked air wing during COMPTUEX. The COMPTUEX was complete success. The next major hurdle was the initial onload of the ship's tailored ordnance fill while simultaneously preparing for a major command inspection, the Conventional Ordnance Safety Review (COSR). In preparation for deployment or whatever else lay in our future, the division trained and qualified 25 personnel in the performance of bomb farm, ordnance board, and ordnance rover watches as well as general flight deck duties and professional qualifications. G-1 Division personnel are justifiably proud of their contributions to the Weapons Department and the Carl Vinson/Air Wing Nine team.

Ship's Armory And Sprinkler Repair Division (G-2)

Following WESTPAC 2001-02, G-2 Division was ready for some quality family time, but first our Torpedomen and Gunner's Mates prepared the ship's magazine sprinkler systems for a long layup and maintenance period. In addition to the 34 sprinkler systems, G-2 personnel also prepared 27 ready service lockers, 8 gun lockers and 10 machine gun mounts for rework during a demanding maintenance availability cycle. While G-2 some personnel were tasked with supporting PIA tasks, the most of the division's attention was focused on providing small arms training for the Ship's Self Defense Force. The Division has long been at the heart of Carl Vinson's force protection efforts and PIA was no time to relax. The availability of small arms range time provided the opportunity for top notch training with G-2 supervising 835 individual weapon qualifications with 9mm, M-14, M-16, riot gun, and M-60 weapons. Earlier efforts by G-2 and the Carl Vinson Force Protection Team earned the Secretary of Defense Best Force Protection Program (Operational Unit) Award for 2002 (CY 01). This tradition was excellence was again demonstrated during the Commander Third Fleet Force Protection Exercise when evaluators used terms like "picture perfect" and "those Rambos." The exercise concluded with the Vinson team earning the accolade "the best force protection team ever observed" for the second straight year. Not willing to rest on their laurels, G-2 continued to train throughout a highly compressed IDTC, training and manning the ship's .50 caliber machine gun machine gun teams in preparation for a potential early deployment.

Weapons Assembly And Handling Equipment Division (G –3)

Once again G-3 Division continued to prove why it's the backbone of the Weapons Department. Upon the successful completion of their part in Operation *Enduring Freedom*, G-3 was ready for the next challenge. Following a post deployment stand down to reunite with loved ones, the bomb builders of G-3 turned their focus to the maintenance of the ship. Displaying hard work and dedication, they successfully achieved all goals, and then some, during a shortened PIA 02. Dispersed to different tasks in support of the ship's maintenance effort, G-3 personnel manned APL 62, the Ship's Force Lagging Team, and Handling Equipment Rework Detachment, Everett. In addition, those not tasked elsewhere completed some much needed maintenance and preservation in the ship's magazines. All told, 33, 26 electric reachforks, and over 1700 items of weapons support equipment were repaired, preserved, overhauled, and tested helping bring the ship back to a battle ready condition, prepared to receive ordnance and ready for tasking. The Lagging Team completed 228 jobs, repairing or replacing over 315,000 square feet of lagging material. This level of effort and quality of work was clearly evident during the recent Maintenance Program Assessment (MPA) in which top grades were received by the Aviation Weapons Handling Equipment work center. Outside recognition continued with an extremely successful Conventional Ordnance Safety Review. While the maintenance effort was still in full swing, G-3 took the time to begin its professional preparations through support of two separate Air Wing detachments to NAS Fallon, Nevada. The hands training received by the young bomb builders laid a solid foundation preparing them for whatever tasking might lay ahead. Following completion of PIA and an accelerated "basic" phase of training, the Vinson Air Wing NINE team launched into COMPTUEX and G-3 personnel were back at the cutting edge, preparing ordnance for delivery against simulated enemy targets as the Air Wing honed it's combat edge. COMPTUEX was closely followed by the first major ordnance onload, over 30 hours of handling and storing a portion of the ship's mission fill. With ordnance safely stowed, G-3 Division was once more ready to answer the call to duty.

Weapons Elevator Division (G-4)

Following WESTPAC 2001-02, G-4 Division was faced with some significant hurdles. The upper stage elevators servicing the flight deck are exposed to salt water and any number of chemical substances including jet fuel, hydraulic fluid, and degreasing solution all of which add up to major corrosion problems. Not waiting for the stand down period to end, G-4 personnel jumped right in to begin a long restoration process on their elevators. The COMNAVAIRPAC Weapons Elevator Support Unit provided expert support. This initial head start paid dividends later on events during PIA altered everyone's schedules. In addition to their planned maintenance and corrosion control work, G-4 was scheduled to receive three major ship alterations to improve redundancy in the elevator system. These included installation of emergency hydraulic power units, casualty electrical power, and an alternate supply source for high-pressure air. After work had begun on all of these jobs, the term of the PIA was shortened from six months to five. Despite the added pressure, the maintenance professionals of G-4 worked extended hours and weekends to get their equipment ready for sea. In the end, all ship alterations and corrosion control work on the flight deck were completed; over 500 jobs had been completed by G-4 working closely with WESU, Puget Sound Naval Shipyard, and multiple sub-contractors. A shortened PIA was not the only challenge in store for the division. In response to world events, Carl Vinson's IDTC was dramatically shortened. Following an accelerated period of basic training, the ship began its final exam,

COMPTUEX. The initial allotment of the ship's deployment ordnance was safely onloaded and all elevators performed perfectly. The expert training provided by G-4 Division produced a 100% Operator and Safety Observer qualification rate and an 85% Maintenance Technician qualification rate The Conventional Ordnance Safety Review (COSR) confirmed the effectiveness of G-4's outstanding maintenance and training program. With their rigorous maintenance schedule and pre-deployment training behind them, G-4 Division stands ready for the next challenge.

Weapons Administration And Ordnance Control (G-5)

This elite group of highly dedicated professionals performs the superb leadership, administration, and program management guidance provided to the department. Their direction has ensured that the department was able to meet the highest standards of proficiency while ensuring safety. Following the return deployment in January 2002, the Weapons Department began preparations for a six-month maintenance availability. Life in the shipyard was not at all like life underway and the department shifted focus to maintenance projects, rather than bomb building, G-5 coordinated the efforts of all divisions and interfaced with shipyard and contractor representatives on a daily basis. When PIA was shortened to five months, G-5 responded by reordering priorities to ensure all required actions were completed on time. Immediately upon completion of PIA, Carl Vinson entered the testing phases of the work-up cycle, and loaded ammunition in preparation to assume duties in direct support of Operation *Noble Eagle* and, potentially, *Enduring Freedom*. All pre-deployment inspections and assist visits, Magazine Sprinkler Surety Inspection, Torpedo Readiness Certification Inspection, and Conventional Ordnance Safety Review, were completed on an accelerated schedule and achieved superior results in true Carl Vinson fashion. Throughout PIA and the IDTC, Carl Vinson's Weapons Department continued to support our operational forces by maintaining a forward presence in the CENTCOM AOR. The Ordnance Handling Officer and then Weapons Master Chief augmented the NAVCENT and CTF-53 staffs filling an ammunition logistics billet.

All ammunition assets were requisitioned, tracked, received, documented, and administratively catalogued with superior accuracy by the Ordnance Control Ammunition Accountants. Coordinating the movement of assets during work-ups to support training with CVW-9 and in preparation for an accelerated deployment schedule, the Ordnance Handling Officer and his crew of enlisted Aviation Ordnancemen closely supervised assembly, transfer, and issue of weapons. Preparing for the requirement to deploy in support of Operation *Enduring Freedom* and achieving an advanced state of readiness was an extremely demanding task. Ordnance Control personnel ensured operational requirements were met on time and safely. The uncompromising oversight of the Quality Assurance Branch kept all safety, maintenance, and ordnance programs on track, meeting or exceeding standards. The support of the Weapons Department Yeoman and Department Leading Chief were crucial to successfully caring for our assigned sailors and managing all of the personnel issues that require the attention and guidance of senior leadership. Without question when it comes to putting the "Efficiency" in Battle Efficiency, Carl Vinson and the Gold Eagle Weapons Department are the pacesetters. Our demonstrated ability to receive, stow, assemble, and deliver ordnance on time, every time, is second to none. No other Pacific Coast carrier has done it better during calendar year 2002 than the tried and true combat proven professionals of the Carl Vinson Weapons Department. Carl Vinson continues to set the standard for all ship's ordnance teams.