



DEPARTMENT OF THE NAVY

USS HARRY S. TRUMAN (CVN 75)

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From: Commanding Officer, USS HARRY S. TRUMAN (CVN 75)

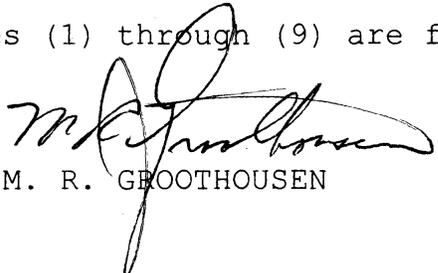
To: Director of Naval History (OP-09BH)

Subj: 2002 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Ship's Mission and Organizational Structure
(2) Historical Narrative
(3) Ship's Chronology
(4) Departmental Command History
(5) Commanding Officer's Biography and Photograph
(6) Executive Officer's Biography and Photograph
(7) Command Master Chief's Biography and Photograph
(8) GIVE 'EM HELL HERALD
(9) Welcome Aboard Book

1. Per reference (a), enclosures (1) through (9) are forwarded.


M. R. GROOTHOUSEN

USS HARRY S. TRUMAN (CVN 75) MISSION

"The mission of USS HARRY S. TRUMAN is to provide a sustainable forward presence and conventional deterrence in peacetime; to operate as the cornerstone of joint/allied maritime expeditionary forces in times of crisis; and to operate and support aircraft attacks on enemies, protect friendly forces and engage in sustained independent operations during war in support of U.S. interests and commitments."

Calendar Year 2002 was a momentous and busy year for USS HARRY S. TRUMAN (CVN 75). The ship began 2002 completing its first Planned Incremental Availability and ended the year supporting combat operations for Operation Enduring Freedom. In the middle, HARRY S. TRUMAN completed an extremely compacted Inter-Deployment Training Cycle, hosted a National Salute to the United States Military in conjunction with the Broward County Navy Days in Fort Lauderdale, Florida and hosted a Friends and Family Day Cruise where more than 4000 family and friends enjoyed a day underway on the Navy's newest nuclear powered aircraft carrier.

The largest and most technologically advanced NIMITZ-class aircraft carrier ever built, the HARRY S. TRUMAN epitomizes the Navy's Core Values of Honor, Courage and Commitment. Possessing unquestionable integrity and the competence and moral courage to do what is right. HARRY S. TRUMAN successfully completed every underway endeavor earning the trust and confidence of every fleet unit its worked with. Without sacrificing a measure of combat effectiveness, HARRY S. TRUMAN has honored the Navy's commitment to improving the quality of life for all of its Sailors by setting the standard for food service as First Runner-up for the Captain Edward F. Ney Food Service Award. Other measures undertaken by HARRY S. TRUMAN to improve the quality of life for all her Sailors was establishing connectivity to the INTERNET for all hands while the ship was underway as well as upgrades to our recreation and physical fitness environment.

The strategic importance of the aircraft carrier has been reaffirmed time and again over the last 50 years. Flexible, responsive, impressive and representing a powerful reminder of our nation's resolve and ideals. HARRY S. TRUMAN is the latest in a line of ships which represent the most tangible evidence of the United States' commitment to global peace and security. Whenever a crisis erupts around the world, the President's first words are normally "Where are my aircraft carriers?" When called, HARRY S. TRUMAN was ready on station at the tip of the spear.

Enclosure (1)

With extreme dedication, professionalism, hard work and readiness to tackle any challenge, the officers and crew of HARRY S. TRUMAN ensured the ship was ready to meet all future challenges.

USS HARRY S. TRUMAN (CVN 75) Immediate Senior Commander is:

a. Administrative: Commander, Naval Air Force, U. S. Atlantic Fleet

b. Operational: Commander, Carrier Group TWO

USS HARRY S. TRUMAN (CVN 75) Organizational Structure

Commanding Officer	CAPT David L. Logsdon (Jan-Mar) CAPT Michael R. Groothousen (Mar-Dec)
Executive Officer	CAPT Walter E. Carter (Jan-Dec) CDR Charles L. Wheeler (Dec)
Command Master Chief	CMDCM(SW/AW) Michael P. Driscoll (Jan-May) CMDCM(SW/AW) Steven R. Markum (May-Dec)
Administrative Officer	LCDR Edward A. Buero (Jan-Jun) LCDR Raymond M. Nuszkievicz (Jun-Dec)
Aircraft Intermediate Maintenance Officer	CDR George D. Seaton (Jan-Mar) CDR David A. Paulk (Mar-Dec)
Air Officer	CDR Stephen L. Guse
Chief Engineer	CDR Scott J. McKernan (Jan-Oct) CDR Leo Falardeau (Oct-Dec)
Command Chaplain	CDR Alan T. Baker
Command Judge Advocate	LCDR Stephanie M. Smart (Jan-Jul) LCDR Clyde A. Haig (Jul-Dec)
Combat Systems	CDR Raymond C. O'Donnell
Dental Officer	CDR Matthew L. Herzberg
First Lieutenant	LCDR Eric L. Smith (Jan-Apr) LCDR Sly Moore (Apr-Dec)

Medical Officer	CDR Lee R. Mandel (Jan-Jun) CDR Robert W. Farr (Jun-Dec)
Navigation Officer	CDR Daniel C. Duquette (Jan-May) CDR Andrew T. Macyko (May-Dec)
Operations Officer	CDR Stephen G. Brennan
Public Affairs Officer	LCDR Joseph A. Surette (Jan-Aug) LCDR Brenda K. Malone (Aug-Dec)
Reactor Officer	CDR Martin S. Simon
Supply Officer	CDR Kurt L. Kunkel
Training Officer	LCDR Donna M. Kaspar
Weapons Officer	CDR Jonathan D. Winters

USS HARRY S. TRUMAN (CVN 75) NARRATIVE

USS HARRY S. TRUMAN (CVN 75) is the Navy's newest super carrier, commissioned 25 July 1998. With a service life of 50 years, this ship will steam millions of miles and provide support for countless combat aircraft and crews well into the future. Already, in the ship's short life, she completed her second Inter-Deployment Training Cycle and commenced her second deployment in support of combat operations.

USS HARRY S. TRUMAN (CVN 75) set the pace for all operational carriers like none before in the year 2002. While high expectations are normally set for new ships, HARRY S. TRUMAN surpassed all operational requirements and set new standards of excellence for all warships. HARRY S. TRUMAN excelled in every phase of her second Inter-Deployment Training (IDTC) and did not skip a beat when additional operational requirements were heaped on an already compacted IDTC schedule.

The ship began the year in Norfolk Naval Shipyard, Portsmouth, VA completing the final stages of her first Planned Incremental Availability. Departing the shipyard on 22 February 2002, completing the availability 10 days ahead of schedule and 10 million dollars under budget, HARRY S. TRUMAN completed a highly successful sea trial underway period.

In March 2002, HARRY S. TRUMAN began flight deck certification where she was heralded as the first carrier ready to conduct round-the-clock flight deck operations after a major shipyard availability without training deficiencies. During multiple underway carrier qualification at-sea periods, the ship qualified several hundred fleet reserve squadron pilots and Commander, Naval Aviation Training Command students. Additionally, the ship hosted the Nuclear Propulsion Mobile Training Team in preparation for the upcoming Operational Reactor Safeguards Examination. During the team's visit, HARRY S. TRUMAN set a new record for carrier arrested landings in a day at 335. Additionally, HARRY S. TRUMAN greeted its third Commanding Officer, Captain Michael R. Groothusen who relieved Captain David L. Logsdon in a traditional full honors ceremony in the ship's Hangar Bay.

HARRY S. TRUMAN began the month of April conducting a Command Assessment of Readiness Training and received an initial onload of ordnance. The ship set sail near the end of the month to participate in the Broward County Navy Days and Fleet Week in Fort Lauderdale, Florida. During this highly publicized event, HARRY S. TRUMAN hosted the National Salute to the

Military where national celebrities such as Cuba Gooding, Jr., Jessica Simpson, Celine Deion, Clint Black, The New Miami Sound Machine, Jeff Foxworthy and the musical group Lone Star performed on board the flight deck. This event would be later broadcasted nationwide to more than 15 million viewers. The ship would finish the month of May completing carrier qualifications. Additionally, the Mobile Training Team provided an assist visit in preparation for the ship's upcoming Operational Reactors Safeguards Examination as well as Tailored Ship's Training Assessment Phases I and II.

During the months of June and July, HARRY S. TRUMAN was deeply immersed in the Inter-Deployment Training Cycle, completing the underway portion of the Tailored Ship's Training Assessment Phases I, II and III along with a highly successful Operational Reactors Safeguard Examination. The ship's crew was making it known on the waterfront that HARRY S. TRUMAN would be the carrier of choice to take the "fight to the enemy" should the President direct. In addition to the enormous amount of battle group integration training, the ship also served as the platform of choice for carrier qualifications of students but more importantly our embarked Carrier Air Wing THREE.

Nearing the end of HARRY S. TRUMAN's Inter-Deployment Training Cycle, the ship departed in August for their Composite Training Unit Exercise (COMPTUEX) and Final Evaluation Problem. During the beginning of COMPTUEX, HARRY S. TRUMAN hosted former President George H.W. Bush as well as former Chief of Naval Operations, Admiral (Retired) Jay Johnson. The ship and air wing demonstrated to the evaluating Commander, Commander Carrier Group FOUR, its 100 percent integration and professionalism enabling HARRY S. TRUMAN to complete COMPTUEX in minimal time. Upon completion, the HARRY S. TRUMAN/Air Wing THREE Team attacked their Final Evaluation Problem, all the while the professionals on the ship's bridge, safely navigated around several hurricanes in the Atlantic Ocean. Upon a highly successful completion of the their Final Evaluation Problem, HARRY S. TRUMAN visited the port of Key West, Florida for some much earned rest and relaxation.

Due to an intense hurricane, HARRY S. TRUMAN was forced to begin the month of October by exercising a complete recall of all personnel on liberty in Key West, Florida. More than 70 percent of the crew was on liberty and the ship was able to recover more than 2000 Sailors and Marines in less than 12 hours to conduct an emergency sortie out of port. Due to some extraordinary efforts, the ship was able to coordinate the remaining crew transfer while underway, utilizing its assigned

C-2 Greyhound Squadron the VRC-40 "Rawhides." After a two week inport period in the ship's homeport of Norfolk, VA, the ship departed to complete the last hurdle prior to deployment and take on its remaining ordnance load out. The ship commenced Joint Task Force Exercise and raised the benchmark for which future carriers performance will be judged. HARRY S. TRUMAN proved to Commander, Carrier Group FOUR that it was ready for a combat deployment in support of Operation Enduring Freedom. The ship was now qualified and ready to take its turn at the tip of the spear.

HARRY S. TRUMAN spent the month of November preparing logistically for deployment as well as giving the crew some much earned leave. The ship's duty section enjoyed a first class Thanksgiving Day meal with their Commanding Officer and Executive Officer. Additionally, the ship hosted several Pre-Deployment Briefs for the family and friends of HARRY S. TRUMAN. This informative event provided families valuable resources to support their needs during the ship's upcoming deployment.

The Sailors of HARRY S. TRUMAN began the month of December with a little extra pep in their step. There was not a crewmember on board that was not excited to deploy to the Mediterranean in support of Operation Enduring Freedom and the nation's war on terrorism. The long preparation for deployment ended on 5 December 2002 when HARRY S. TRUMAN deployed from Norfolk, VA to the Mediterranean Sea. As the last mooring line left the ballard on the pier, the Commanding Officer, Captain Michael R. Groothousen, addressed the crew on the 1MC. At that time, he detailed to the crew what HARRY S. TRUMAN's mission would be over the next six months and ended by informing the enemy, "God bless HARRY S. TRUMAN, all who sail in her and all those we leave behind. Peace on earth to men of good will, all others stand by." HARRY S. TRUMAN steamed south and qualified Carrier Air Wing THREE then tied the wing's aircraft down and headed across the stormy Atlantic towards the Mediterranean. During the transit, the ship conducted a rapid turnover with the USS GEORGE WASHINGTON and reported for duty to Commander, SIXTH Fleet. HARRY S. TRUMAN enjoyed a Christmas port visit to Marseille, France and spent the New Year in Souda Bay, Crete.

USS HARRY S. TRUMAN (CVN 75) 2002 CHRONOLOGY

01 JAN-21 FEB PLANNED INCREMENTAL AVAILABILITY 01, NORFOLK NAVAL SHIPYARD, PORTSMOUTH, VA

22 FEB-25 FEB UNDERWAY NNSY SEA TRIALS, VACAPES

26 FEB-03 MAR RTHP NORFOLK, VA

04 MAR-10 MAR FLT CQ/ NMPTT/ CNATRA CQ/ PALS CERT, VACAPES

11 MAR-19 MAR RTHP NORFOLK, VA

20 MAR-30 MAR MTT, VACAPES

01 APR-22 APR RTHP NORFOLK, VA

23 APR-15 MAY AMMO ONLOAD/ FRS, TCQ/ BROWARD COUNTY DAYS/ MTT, JAX OPAREA, VACAPES

15 MAY-03 JUN RTHP NORFOLK, VA

04 JUN-18 JUN TSTA I/II, VACAPES

19 JUN RTHP NORFOLK, VA

20 JUN-01 JUL MTT-3/ FRSCQ/TCQ, JAX OPAREA, VACAPES

02 JUL-11 JUL RTHP NORFOLK, VA

12 JUL-18 JUL ORSE, VACAPES

19 JUL-28 JUL FRS/TCQ, JAX OPAREA, VACAPES

29 JUL-22 AUG RTHP NORFOLK, VA

23 AUG -04 OCT TSTA III/FEP/C2X, PUERTO RICO OPAREA, JAX OPAREA, VACAPES

27 SEP-01 OCT INPORT KEY WEST, FLORIDA

02 OCT-21 OCT RTHP NORFOLK, VA

22 OCT-06 NOV AMMO ONLOAD/ JTFEX, JAX OPAREA, VACAPES

Enclosure (3)

06 NOV-04 DEC	RTHP NORFOLK, VA, POM
05 DEC-31 DEC	MED DEPLOYMENT
23 DEC- 27 DEC	INPORT MARSEILLES, FRANCE
30 DEC-31 DEC	INPORT SOUDA BAY, CRETE

Departmental Command History

ADMINISTRATIVE DEPARTMENT

The Administrative Department is comprised of 5 divisions: Captain's Office/Executive Officer's Administrative Office, Personnel Office, Educational Services Office, Public Affairs Office and the Morale, Welfare, and Recreation Office. Each division has a unique function within the department and all divisions are dedicated to providing the best possible customer service to the crew and family members of USS HARRY S. TRUMAN (CVN 75).

Captain's Office/Executive Officer's Admin. The administrative functions of these offices include: routing correspondence, awards, official mail (incoming/outgoing and postage metering), fitness reports and officer pay/personnel issues. The majority of the year was centered on preparing for HARRY S. TRUMAN's second extended deployment to the Mediterranean Sea. Throughout each event during the Inter-deployment Training Cycle (IDTC), the men and women of the Captain's Office and XO Admin met each challenge with enthusiasm. From January 2002 to December 2002 the Captain's Office transferred 95 officers, gained 92 officers, separated 8 officers, and retired 7 officers. Additionally, they commissioned 6 new Limited Duty Officers, one Chief Warrant Officer, and processed 18 applications for Limited Duty Officer/Chief Warrant Officer candidates. The Executive Officer's Admin Office expeditiously processed more than 1500 command awards and forwarded 350 awards to Commander, Carrier Group TWO for approval. They published numerous directives for official command functions and visits, including numerous distinguished visitors leading up to and during the deployment. In addition to the outstanding administrative support provided to the ship, embarked air wing and battle group commander, six personnel qualified as Enlisted Surface Warfare Specialists (ESWS), one personnel re-qualified, and two personnel qualified as Enlisted Aviation Warfare Specialists (EAWS).

Personnel Office. The ship's consolidated Personnel Office, comprised of the Personnel Office and the Educational Services Office, provided a wide range of personnel services for the crew. From January through December 2002, the consolidated Personnel Office performed several functions to support personnel assigned as ship's company and personnel assigned on a temporary basis to support the ship's underway and inport requirements. Thirty-three Personnelmen and four Navy Career Counselors stand ready to service the career and administrative

services for more than 3,000 crewmembers. These services included the reception and processing of enlisted personnel reporting aboard for duty, production of military identification cards, processing of transfers and separations, the Command Advancement Program, various PACE programs, and administering the Navy's advancement exams and the command's Naval Reserve Program.

In February, Afloat Training Group, Norfolk, visited the ship and provided pay and administrative training. A review of transfers, receipts and pay entitlement showed that HARRY S. TRUMAN's Personnel Office was in full compliance of all naval instructions regarding these matters. The overall result was a score of outstanding.

In May, the Personnel Division implemented the new Navy Standard Integrated Personnel System (NSIPS), which replaced Source Data Systems-Afloat, and EPMAC's Diary Message Reporting System (DMRS). Initial implementation of this system was problematic, but through the hard work and dedication of the Personnel Office and NSIPS Waterfront Support Center, the system was fully operational in November. This allowed HARRY S. TRUMAN and embarked air wing to be the first East-coast Carrier to deploy being NSIPS capable.

In December, the Personnel Division executed more than 170 short-fused transfers, which included pregnancy availabilities, last-minute family care issues, and numerous administrative separations just days prior to a major deployment. Transient Personnel Unit commended the Personnel and Legal Divisions for its efforts in managing these personnel actions stating, "It was the smoothest deployment for a Carrier that they had ever seen." The personnel office processed more than 1,100 receipts and issued more than 1,600 Active Duty Identification Cards in CY 2002.

During the reporting period, the consolidated Personnel Office processed more than 900 enlisted personnel for transfer to follow-on assignments within the Navy. Based on the type of duty for which the member was selected, each went through various stages of screening for transfer, and in cases of overseas or isolated duty assignments, their family members received screening as well. Screening ensured members were qualified per current directives and helped ensure major problems were avoided at the new duty station. While not all inclusive, some of the areas screened were military bearing, performance evaluations, health and fitness, and several areas relating to the member's performance in personal affairs.

Three hundred enlisted separated from active duty. Separations included closing out the member's service record after determining the character of the member's service upon discharge. Members were also medically screened at this time, and referred for any necessary health care. Discharged members were provided transportation to their home-of-record or other intermediate destinations of their own choice.

Educational Services Office (ESO). ESO continued to achieve many major milestones. College Level Examination Program (CLEP) and Defense Activity for Non-traditional Education Support (DANTES) testing programs were successfully continued which offered ship's company and embarked personnel an opportunity to use past experience and knowledge to earn college credits in 39 different categories. Individuals in this program earned 3 to 6 credits towards a degree at participating colleges and universities. Additionally, ESO administered the Scholastic Aptitude Test and American College Testing to assist individuals who desired to enter college or apply for numerous officer programs. ESO also maintained the following programs:

Video Teleconferencing (VTC). The HARRY S. TRUMAN VTC Program offered individuals to attend MBA classes offered by Old Dominion University via satellite. This was offered to all individuals who have completed their Bachelors Degree and desired to continue working towards their Masters Degree. This is the only educational program available that does not require payback time for officers and was held in our state-of-the-art Distance Learning Center.

Navy-wide Advancement Exams. During the months of January, March and September, more than 2,600 individuals participated in the Navy-wide advancement exam with more than 600 personnel selected for advancement which resulted in an advancement rate of 25 percent.

NC-Program for Afloat College Education (PACE). ESO offered Instructor-based PACE courses giving each individual the maximum opportunity to take advantage of this benefit.

Shipboard training classrooms utilized by professors from Central Texas College, gave the students a college type atmosphere. Central Texas College professors reported on board HARRY S. TRUMAN and administered classes in 12 different subjects for more than 1,300 ship's company and squadron personnel.

Navy Rate Training Course Library. ESO maintained a library of courses for ship's personnel to gain general rating knowledge as well as advancement tools. ESO provided all available ratings online via the Local Area Network for quick and efficient access.

Command Career Counselor. The command's retention team, which principally consists of more than 100 collateral duty career counselors spread throughout the ship and assisted by the Command Career Counselors, had a very successful year. For the 12 months ending December 2002, the reenlistment rate for first-term Sailors increased an additional 1.2 percent more than a very successful previous year. The overall reenlistment rate for the command increased even more, up 5.3 percent, to 68.4 percent for the same period. The Command Career Counselor office offered career counseling advice and support services to the HARRY S. TRUMAN crew, and support to embarked squadrons and staff as well. Among other services, HARRY S. TRUMAN became the first east coast carrier to offer ASVAB retesting.

Public Affairs. Responsible for media, public and community relations, in addition to facilitating communications to internal and external audiences, the Public Affairs office has been instrumental in the successful completion of HARRY S. TRUMAN's mission. HARRY S. TRUMAN is also the forerunner and standard setter for distinguished visitor embarks. HARRY S. TRUMAN's embark program was lauded several times by outside agencies as the best they've ever witnessed. In 2002, the ship embarked nearly 1,000 Distinguished Visitors including Congressmen, Senators, Former President of the United States George Bush, ambassadors, celebrities and many others.

PAO Internal Information Programs. The HARRY S. TRUMAN Battle Group is among the most powerful tools in the exercise of U.S. foreign diplomacy. By the nature of shipboard life, however, it is a challenge to be able to relate the importance of the carrier in a tangible way to the deckplate Sailor. Whether off the coast of Virginia or Iraq, life does not discernibly change from day to day and this obstacle must be overcome in order to communicate to the crew that their military service has made a substantial impact on the success of U.S. foreign policy.

To communicate with the crew, many tools are utilized. Themes and story ideas are generated and placed into a long-range planning calendar. With story ideas laid out and internal communication campaigns identified, print stories are written for the daily newspaper.

PAO Shipboard Information, Training and Entertainment (SITE) Television. Four channels on SITE TV were broadcast simultaneously during underway periods. Program material consists of about 40 hours per week of American Forces Radio and Television Service (AFRTS) weekly programming, Navy Motion Picture Service feature movies, AFRTS Duplicating Facility (DUPFAC) material, AFRTS Television Tape Library (TTL) movies, live studio productions, and GMT training films. During underway periods, crewmembers had up to five channels of viewing from which to choose.

Additionally, while underway and in the United States' satellite footprint, those viewing could usually tune into CNN and MTV - live via satellite. When pier side, a cable service provides the ship with all major networks and other entertainment, movie and sports channels that are routed through the SITE distribution panel to all shipboard televisions.

PAO Internal Television Productions. Special live internal productions were routine and successful. The public affairs staff produced videos for entertaining, informing and training the crew. Productions have included:

- a. Captain's Call.
- b. Information Channel.
- c. Safety Stand downs.
- d. "Big Bucks Bingo." In an effort to provide entertainment while bolstering support for the ship's MWR fund, the ship routinely televised "Big Bucks Bingo," each show hosted by a different department.
- e. Port Briefs. Port briefs were produced and aired repeatedly prior to pulling into each port. Extending a comprehensive televised brief of what was expected of each crewmember through a more understandable medium (as compared to stand-alone ship's notice) helped support an excellent deployment liberty record.
- f. Training Videos. Working in conjunction with the ship's Safety, Training and Reactor departments, several safety, GMT and RADCON safety productions were written, edited and played in support of command programs.

PAO "Give-em Hell Herald" Newspaper. Published daily at-sea, the ship's paper normally feature one main, local story written by staff or departmental representatives, HARRY S. TRUMAN information, international/stateside news and sports from wire services; and standard features highlighting Sailors. HARRY S. TRUMAN published 1,000 copies daily.

HARRY S. TRUMAN Family Gram. HARRY S. TRUMAN's family-gram, was published every other month to keep families informed of their Sailors' and the ship's activities. About 2,500 copies per release were mailed to crew member's next of kin. The Family Gram was published monthly while deployed.

PAO Press Releases - The Public Affairs team ensured HARRY S. TRUMAN was continually and positively represented in internal and external media. All Hands magazine featured stories with photographs of HARRY S. TRUMAN Sailors and events. The Navy Newstand, a daily Chief of Naval Information e-mail service to public affairs offices, base newspapers and commercial media - also ran stories on HARRY S. TRUMAN Sailors. The distribution of press releases resulted in articles being printed in local and base newspapers on the East Coast and generated significant Navy-wide attention.

Internet. The official Internet homepage for USS HARRY S. TRUMAN (CVN 75) is located at <http://www.navy.mil/hompages/cvn75/>. The network server, which holds the files and controls the Internet address for the web site is physically located and maintained by Naval Computer and Telecommunications Station, Pensacola, Florida. The primary Webmaster for the homepage in 2002 was IS2(SW) Kristofer Chester, Intelligence Department. The site contains more than 50 pages of information and pictures relating to the ship. Per current directives, the web site is registered with the Government Information Locator Service (GILS) through DefenseLINK at <http://www.defenselink.mil/>. The ship's homepage registration number is 001393. The web site complies with all directives and policy as stipulated in DEPSECDEF memorandum entitled, "Web Site Administration Policies and Procedures", of 25 November 1998.

The web site contains information of interest to the general public as well as information directed toward both prospective and current crewmembers and their families. Specific pages are dedicated to new crew member information, local area information, points of contact within the command, Ombudsman contacts, ships and air wing statistics, official press releases

and biographical data on the Commanding Officer, Executive Officer, Command Master Chief and of course, President Harry S Truman. A photo gallery is also maintained on the site that includes more than 300 photographs of the ship and crew during ship's construction, builder's trials, commissioning day activities and at-sea operations. New photos are periodically added and provide all visitors with a taste of life aboard an aircraft carrier.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

HARRY S. TRUMAN's AIMD continued to build on the many successes and lessons learned during 2002. The Sailors and Technicians were extremely active in the upkeep and rejuvenation of their equipment. They have adopted an aggressive "can do" spirit, and their efforts are reflected in the significant events and performance figures listed below:

IM-1 by the Numbers in 2002:

Maintenance Admin. The division processed and completed 2,000 items of correspondence, including awards, messages and performance evaluations. 237 schools were scheduled and completed during the IDTC including 26 Navy Leadership Continuum.

Departmental Career Counselor. Two STA 21 selectees; completed 33 Reenlistments, awarding \$31,971 in Selective Reenlistment Bonuses and transferred 3 personnel to Fleet Reserve.

Production Control (PC)

AIMD Repair Rate	79.0 percent
Controllable RFI Rate	98.6 percent

Average TAT: 7.9 days

Average Repair Cycle: 1.8 days

Monthly Average Repairable Items Processed: 947

Monthly Average Beyond Capable Maintenance (BCM) Items Processed: 263

Monthly Average Items Processed: 2555

Total Items Processed 2002: 30,660

Monthly Average Man Hours Expended: 14,843.8

Total Man Hours Expended 2002: 178,126.4

Individual Material Readiness List (IMRL) Transaction Reports: 3278

IMRL Temp Loans: 93

IMRL Items Transferred: 393

Total IMRL Assets on Hand: 15254

Total IMRL Line Items: 5353

IMRL Items Tailored to Zero: 25
IMRL Assets Authorized on Hand: 12609
Deficit IMRL Items: 1007
Excess IMRL Items: 2641
Percentage of IMRL On board: 81 percent

Ordered 2,807 Direct Support items (8A) series (Admin Support/Consumables).
Ordered 314 Open Purchase requisitions series.
Ordered 2,914 Indirect Support items (DT) series (Shop Support NON-Maintenance Action Form (MAF) Related).
Ordered 420 EMRM requisitions (8000) series.
Initiated 167 Broad Arrow Alerts.
Ordered 570 Tool Requisitions (DT) series.

January - Planned Incremental Availability (PIA); Maintenance Material Control Officer (MMCO) Turnover.

February - Aircraft Intermediate Maintenance Department Officer (AIMDO) Turnover; Issued 43 "Special Inspection" MAFs to fully and accurately determine Test Bench Status at conclusion of PIA.

March - Assistant Maintenance Officer (AMO) Turnover; Maintenance Material Chief Petty Officer (MMCPO) Turnover; Commander, Naval Air Force, U.S. Atlantic Fleet (COMNAVAIRLANT) verified the operation of the AV3M and SAME server.

April - UNDERWAY - with port visit to Fort Lauderdale FL.

May - With HARRY S. TRUMAN Supply, co-authored Standard Operating Procedures manual for use by the air wing and Fleet Reserve Squadrons (FRS).

June - COMNAVAIRLANT installed OOMA server.

July - Conducted IMRL inventory and Individual Component Remain in Place List (ICRL) verifications.

September - Completed Combined Aviation Supply Efficiency Evaluation (CAMSEE) with outstanding results. Initiated BCM screening for material either not listed or listed as X1 in the HARRY S. TRUMAN ICRL.

October - Processed more than 450 off-line MAFs during end-of-year closeout and accompanying Naval Aviation Logistics Command and Management Information System (NALCOMIS) outage.

December - Deployed to Mediterranean. HARRY S. TRUMAN departed homeport with 99.6 percent Full Mission Capable (FMC) bench rate.

Quality Assurance (IM-1) - Month-by-month highlights include:

January - Quality Assurance pre-inspection for Ordnance Safety.

February - The ship completed Yard Period/PIA.

March - Assisted IM-4 creating Support Equipment Phase I tests, Phase II Operators and Maintainers tests, and instructor guides for the Minuteman PowerBoss Pressure Washer. AM QAR certified to perform gas-free inspections on S-3 and EA-6B drop tanks.

April - Reviewed 46 CSEC Program or Area packages completed by department Khaki in Preparation for CAMSEE inspection.

May - Drafted test for Phase II licensing on the Hydraulic Purifier. AM QAR attended HIAC training class. Safety Petty Officer reviewed 20 safety lectures in preparation for Safety Standdown.

June - AM and AD QAR attend Aviation Gas Free Engineer (AVGFE) school for gas free engineer support.

July - CAMSEE preparation follow-ups.

August - CAMSEE audit conducted by COMNAVAIRLANT.

September - Qualified 3 QARs for deployment. Gained new QAS.

October - QAO reported on board. Gained PR QAR.

November - CAMSEE follow-up for five programs. Coordinated with ADP, and NATEC to obtain administrative access to JATDI and functionality for CTPL. Commenced pre-deployment standdown.

December - Planned and coordinated Safety Stand down for AIMD. JATDI assist visit and upgrade. Started review of 52 professional/corrosion/support equipment tests for Collateral Duty Inspector (CDI)/Collateral Duty Quality Assurance Representative (CDQAR)/Quality Assurance Representative (QAR) and support equipment qualifications. To date, a total of 6222 electronic publications on JATDI.

End of Year Totals: Qualified 55 Collateral Duty Inspectors for a total on board count of 92, 5 CDQARs, and 5 QARs. Performed 50 work center audits, 59 program audits, 50 Departmental Technical Publications Librarian (DTPL) audits, 50 safety inspections and 12 CDI spot checks. Administered 990 Phase II Support Equipment exams, and 213 CDI and qualifications tests. Generated 491 missing/broken/worn tool reports, 27 NAMDRP reports and processed 319 Technical Directives.

General Maintenance Division (IM-2) - Month-by-month highlights include:

January - 400 Branch completely refurbished the IMRL storeroom. LIFAC personnel processed 121 doors with 6 in-work and 7 awaiting induction. Hydraulic shop personnel have got the STS Bench up and running. Non-Destructive Inspection (NDI) Shop personnel completed annual Radiation Safety training.

February - 400 Branch personnel refurbished the test cell storeroom. 500 Branch assisted Shop 1 by welding brackets in the Battery Locker for an Emergency Spill switch to be installed. Hydraulic shop completed the STS Bench calibration with assistance from the Cal Team. 800 Branch coordinated briefing with all embarked squadrons on new ABO NAMPSOP procedures.

March - 400 Branch completed the calibration on the test cell and received a 100 percent correct score on the Oil Lab correlation report. 500 Branch personnel dedicated hundreds of man-hours to refurbish an F-14 training aircraft for use in a photo shoot. 800 Branch personnel completed 115 embroidery projects and the Pre-x inventory.

April - Work Center 470 received a 100 percent correlation on the Oil Lab for the second straight quarter. 500 Branch held Hazmat training for the Department and completed the IMRL inventory. 800 Branch completed the IMRL inventory, manufactured covers for the F-14 training aircraft, recovered the CO's and Gator's chairs on the Bridge, and completed the Oxygen Test Stand calibration.

May - Hydraulic Shop completed troubleshooting on the STS Bench with the assistance of Mr. Houseman from NATEC. Six Work Center 51A personnel received Letters of Commendation from the Commanding Officer for their work on the F-14 training aircraft.

June - 400 Branch qualified three personnel as Test Cell Operators, completed the ICRL validation, completed the Test Cell RFI run and received 100 percent correlation on the Oil Lab for the third straight quarter. 800 Branch received a new N low-pressure regulator for the O2 Test Stand and successfully op-checked the TTU-521 test unit.

July - 400 Branch performed AESR and visual inspections on 22 engine modules as well as inventoried and cataloged 28 pieces of F-110 Test Cell gear. Paraloft completed 73 embroidery projects and ran seven ABO samples successfully. All branch's preparing for COMNAVAIRLANT CAMSEE inspection.

August - 400 Branch completed IMRL inventory. Had to return F-110 test cell adapters back to TR due to NRFI status. Cross-decked items from JFK. 500 branch completed IMRL inventory. 800 Branch completed IMRL inventory, established the ALSS Pool, and manufactured more than 200 items for various departments.

September - All Divisional personnel completed ORM Fundamentals.

October - Division Officer Turnover, 500 Branch processed more than 700 items during CTX at-sea period. 800 Branch completed 340 embroidery projects, processed 256 ALSS items and repaired the Liberty curtains for the Jet Shop.

November - Stand down for POM period.

December - 400 Branch completed rework on the F-110 test cell stand, installed pulleys on the overhead hoists and completed IMRL inventory. 800 Branch completed 100 embroidery projects. Received and installed new Embroidery machine and developed new ALSS Pool issue procedures. Airframes shop received new stenciling machine.

Overall summary - Thirty-nine QA audits completed, 51 schools attended, 42 personnel received Support Equipment licenses, 74 qualifications obtained, and 25 awards received by Divisional personnel during the year.

Avionics/Armament Division (IM-3) - Month-by-month highlights include:

January - Shop 1/10 - Performed bench verifications on power distribution test equipment and weapon repairable assemblies (WRAs). Transferred 70651-1 De-Ice Controller and load bank to CV 67. Synchrophaser T/S GS9981-5 S/N: HS0SD018 sent to FSD Norfolk for repair. Liquid Quantity Gauging T/S AN/USM 405 S/N:

DCY0016 replaced switch. Flight Control System T/S SLZ9516 sent to rework. Manufactured cable for the F/A-18 Integrity T/S.

Shop 3 - Coordinated rework/weight test of all IM-3 pneumatic hoists. Completed reinstallation of USM-458C test bench and decking.

Shop 4 - AIMD Petty Officer of the Quarter AT2 (AW) Smith. Re-inducted IATS RPYC Drawer and AAM-60 Power Supply Drawer to supply in order to clear out IOUs. AAM-60, Received five Power Supply Power Monitor Cards (1248GB00, 1260GB, 1260GB, 1260GB00, 1260GB03).

Shop 6 - Shop was locked up during PIA.

Shop 7 - Two CASS Benches, with High Power Device Test Sets (HPDTS) installed and partially verified. Shop rebuild completed, except paint and decking. Additional WAF's required due to last minute blue print changes. IMRL assets and Shop gear begins moving back into Shop. ICRL verification begins.

Shop 8 - Processed 15 items. Completed SEC 5539 on CASS station (NOONIE) that provides an external monitor for testing displays (F-14 PTID). Completed the installation of CASS station (TAZ) from SHOP 5 into SHOP 8.

Shop 9 - AN/APM-455 failed calibration and was sent to re-work. AN/APM-421 Transponder Test Set (S/N RFE0029) went temporary loan to CVN-73. On-site calibration performed on the AN/AQM-24B Sonar Test Station. The AIMD Calibration Lab failed it for the "Hot/Wet/Tilt" pushbutton; Broad Arrow was generated.

Shop 11 - Calibrated the test equipment required to complete Precision Approach and Landing System (PALS) verification. Calibrated 323 HARRY S. TRUMAN assets achieving a calibration readiness rate of 96.05 percent.

Shop 12 - Received and installed RFU Radiation probe in RADCOM.

Shop 13 - Performed Support Equipment Configuration change (SEC 5521) on 14 cables for Ordnance Work Center 71C. Fabricated two cables for Shop 10 and five RF cables for Shop 9.

Ordnance - Completed 77 maintenance actions and finished the rehabilitation of the K-Pool spaces. All Ordnance spaces are completed as far as preservation.

February - Shop 1/10 - Received Lube Oil Assembly from the CVN-65. Verified TTU-317 by running voltage regulator P/N 20B100-2A. Completed IMRL wall-to-wall inventory. Temp Loaned Anti-Skid T/S AN/ASM-167 and ALR-67 GACT/GRAD circuit card to CV 67.

Shop 4 - Turned on AAM-60, for the first time since May 2001. Bench had power problems could not align, swapped parts with no luck, requested Tech Assist John Johnson came out twice to assist in troubleshooting AAM-60 computer boot up problem. Repaired multiple motherboard connections and moved on to troubleshooting Internal DC Power Supplies from Power Supply Drawer 1. QA performed quarterly Pubs Audit. No hits. Completed IMRL turnover inspection with LT Bellido. Ship fitters repaired IRR Cradle Fixture for EOTS P/N: 74D740174-2401. Verified bolt holes to mounting location on Optics Bench before changing IMRL Condition Status to A1. Replaced Optical Disk Drive on CASS bench (Speedy) and uploaded new VCEP-008 operating and Applications Software in preparation for calibration, there were problems with DTU Self Test. This was fixed after running DTU SMAT a couple times. Also had a slight WFRD problem, due to a faulty probe connection. CASS has finally passed Self Test and is ready for calibration.

Shop 5 - Completed quarterly IMRL inventory. Work center started ICRL validation/verification. De-preserved of all test benches, conducted bench inspection and self test IAW TPI. Returned more than 80 F1 condition IMRL item to A1 condition (RFU). Work center 64A (RTBS) and 62F (IMUTS) has no ship company technician. RADCOM radiation monitor fail on 6BAY. RTBS chill water pump had to be removed for pump seal replacement by ships Machinist Mates. Had to order and replace shop forced air belts for re-circulated air.

Shop 7 - Decking installed and Shop painted, except A/C ducting. IMRL assets/shop gear returned and inventoried. ICRL verification continues. AT2 Hannahs went to CASS HPDTS School. AT1 Stettler went to NAVLEAD. AT1 Fitzgerald attended Tool Manager class. UNDERWAY 22-26. Radar Set Test Station "Wish List" completed. CASS HPDTS verification continues. Self Maintenance Automated Test verified with Liquid Cooling Unit failures. PMA-260 authorized installation of interim software and Test Work Around procedure.

Shop 8 - Processed 15 items. Completed calibration of CASS station (TAZ). AT3 Meeks and AT3 Hjardemal checked in. Pulled out of NNSY completing PIA.

Shop 9 - Performed bench and pub verification prior to first underway after PIA.

Shop 11 - Repaired and calibrated the Servocylinder Test Set's (STS) 731B DC Reference Standard returning the bench to full service. Calibrated 259 HARRY S. TRUMAN assets and 18 CVW 3 assets (Total = 277) this month. Command calibration readiness was 98.16 percent this month.

Shop 12 - De-preserved HTS and CATIIID both checked good. De-preserved RADCOM and went Broad Arrow Automatic Spectrum Analyzer and Computer Memory Card.

Shop 13 - Completed 10 micro miniature repair actions for AIMD Work Centers. Fabricated 10 RF cables for Shop 9, one power cable for Shop 1.

Ordnance - Completed 428 maintenance actions including 16 SEC 5521 for A/E37t-35 and de-preserved all of Ordnance Shop's Assets.

March - Shop 1/10 - MA2 Console Bench had no oil flow from lube oil assembly. Replaced pump assembly due to internal failure and binding. MA2 field control module would not adjust due to defective module during self-test, replaced control module. NBC-1A had a defective voltmeter, replaced broken voltmeter. ESATS Load Box Failed verification, replaced with a new Load Box. Received bad Rotary Actuator Load bench A55S63880-31 S/N: 003 from CV 67, Sent to Cherry Point for repair.

Shop 4 - AC&R checking on problem with A/C. Should be 60 degrees vice 72. CASS (Speedy) is calibrated. Installed Temp Loan A2A7 card into IATS RPYC drawer. Had trouble with 28Vdc and no monitor display. Problem was loose cable and connector in wrong spot. Corrected problem, Confidence for AIRSIM and HALFRACK both ran good end to end. Starting on Wraps for TPS. IATS muffin fan needed replaced, XF2 fuse holder broke in the process. Order, received, and installed fan. AMI and DDI TPSS ran good, SDC, RPYC wrap failed, repaired broken pins and all TPS, ran good. CASS DTU #3 Power Supply 2064DL75 was cancelled. Reorder resubmitted with Delayed Turn-in CASS Bench also failed for Unit 1, Fan 3 during power up. Found bad 1A1A1 Temperature/Air Sensor CCA. Ordered using document # 2081GB00. Attempted to run Pod Forward Section TPS on EOTS and found that Cable W1 (74D740173-2503) was too short. Ordered pins and manufactured a longer cable using existing connectors.

Shop 5 - RTBS calibration conducted during the week of 12-19. IMUTS Digital Multi-meter fail self test. Due to lack of technical expertise on IMUTS a Tech Assist was requested for 2-19 April 2002. HTS bench computer would not boot up and due to the lack of technical experience a Tech Assist was requested for 2-19 April 2002.

Shop 6 - Welcomed aboard AT1 (AW) Leake and AT2 (AW) McCaffrey from Sea Operational Detachment (SEAOPDET), Oceana. Test benches and hoists were taken out of preservation. Inventoried and verified test benches.

Shop 7 - UNDERWAY 4-10 (Partial SEAOPDET on board) and 20-30. On the 13-19, NATEC Representative Mr. Johnson was on board for Radar Set Test Station (RSTS). Station would not Self Certify coming out of extended preservation and movement. On the 15th had USS HARRY S. TRUMAN (CVN 75) Change of Command. Shop IMRL photographed and stowed. ICRL verification continues. First attempted running of APS-137 Transmitter on CASS HPDTS. A1 Circuit Card Assembly (CCA) discovered bad in testing Interface Device (ID).

Shop 8 - Processed 41 items. Completed calibration of CASS9 stations (DAKOTA and OSCAR). Completed quarterly publications audit.

Shop 9 - Continued verification of test benches. Troubleshooting of AN/AQM-24B Sonar Test Station initiated by shop had determined a switch was not the cause of failure. Found a stuck relay to be the cause of the problem, initiated Broad Arrow for relay. Removed and replaced a bad "Seat/Unseat" relay on the Dome Control Simulator CCA. Calibration lab did another on-site for the AN/AQM-24B that lead to replacing a resistor in the Transducer Test Fixture to get within specifications; AN/AQM-24B passed calibration. On-site calibration performed on AN/ARM-200 bench and ASM-81 bench. Began ICRL validation/verification. Completed IMRL inventory during AT1 Holmberg's turnover with AT1 Mocha.

Shop 11 - Completed onsite calibration of the STS test bench. Calibrated 375 HARRY S. TRUMAN assets and 36 CVW 3 assets (Total = 411) this month. Command calibration readiness was 96.11 percent this month.

Shop 12 - De-preserved TTS and performed Coolanol to PAO conversion. Calibrated TTS cooling section. Repaired TTS Counter/Timer. Repaired TTS Synchronizer Switch and Function

Generator. HTS went Broad Arrow for Pulse Generator and Synchro/Resolver Indicator. Repaired DTB 5 VDC Power Supply.

Shop 13 - Completed 37 micro miniature and eight cable repair actions in support of AIMD Work Centers. Fabricated six cables and 12 RF cables for Shop 9 and three cables for the AIMD Jet Shop. Repaired the Ship's ILARTS Centerline Camera cable.

Ordnance - Completed 107 maintenance actions including de-preserving 12 LAU-127s for TD incorporation.

April - Shop 1/10 - Vibe monitor was missing accelerometer bracket. Replaced bracket continue self-test verifications. Received Anti-Skid AN/ASM-167 back from CV67. Received Synchrophaser T/S GS9981-5 from FSD Norfolk.

Shop 5 - Mr. Tracey from NATEC (IMUTS) coordinated repair efforts on 19 discrepancies, including Computer, Portable Calibrator, Digital Multi-meter, Five Relay circuit card assemblies, and multiple connectors and wiring problems. He also provided technical training to ships force and established repair paths, which resulted in both stations 100 percent readiness. Mr. Choiniere from NATEC (HTS) coordinated repair efforts on 25 discrepancies, Computer, Synthesizer/Function Generator, AC power source and multiple failures on digital word generator. He provided training to ships force and established repair paths. CAT IIID bench had a blower and optical drive failure, items were replaced and bench was returned to service.

Shop 6 - Completed IMRL inventory.

Shop 7 - UNDERWAY 22-30, with port visit to Fort Lauderdale, FL. AT2 Van Dyke selected as AIMD Petty Officer of the Quarter. AT2 Hannahs graduates CASS HPDTS School. ICRL verification continues. PMA-260 request shop to track HPDTS chilled water flow. Auxiliary Power Unit Failure on CASS HPDTS. Second failure in a three-month period and research into the problem revealed similar failures at NAS Oceana AIMD, NAMTRAU Oceana, and MALS 31. Engineering Investigation (EI) generated. Self contained air conditioning unit leak. Lagging in Shop painted. First gear induction for work-up cycle. No Computer Test Station technician, NEC 7989 on board. VF-32 inducted Weapons Replaceable Assembly without incorporation of an old Technical Directive, "D" action required.

Shop 8 - Processed 40 items. Completed calibration of CASS station (NOONIE). Completed quarterly IMRL inventory.

Shop 9 - Completed DTPL audit. Received APM-455 back from rework. Continued working on ICRL validation/verification within the work center.

Shop 11 - Calibrated 415 HARRY S. TRUMAN assets and 24 CVW 3 assets (Total = 439) this month. Command calibration readiness was 96.55 percent this month.

Shop 12 - Repaired Test Program Set, 128SAV62650-1, for CATIIID. Received Broad Arrow Pulse Generator for HARRY S. TRUMAN and Performance Verification Test runs good. HARRY S. TRUMAN went Broad Arrow for Synchro/Resolver Simulator and 15 VDC Power Supply.

Shop 13 - Completed 10 micro miniature and four cable repair actions in support of AIMD Work Centers. Fabricated one cable for Shop 4 and one cable for Shop 9.

Ordnance - Completed 29 maintenance actions.

May - Shop 1/10 - Scavenge Pump used for recycling oil was clogged. Had to clean pump out internally for F/A-18 aircraft generators for self-test verifications. Synchrophaser T/S GS9981-5 S/N: HS0SD018 sent to FSD Norfolk for repair. Received Control Logic Assembly T/S BD01-105 temp loan from CVN-65.

Shop 4 - Completed quarterly IMRL inventory. EOTS failed for ID Panel problem during Self Test. Repaired bent pins in W12 and W15. Submitted BA information to PC for message purposes concerning LMU Optical Unit PUV016, which is in Jacksonville getting reworked.

Shop 5 - Major 60 Hz 115 VAC Power hit in work center. IMUTS replaced two Type Two Relay CCA's, a Bus Buffer CCA, and replaced a bad cable. IMUTS bench will not run self-test, NATEC assist requested for 20 May-03 Jun 2002. RTBS ordered four WRA-9 before a good one worked inside bench. Three WRA-9 were taken to Norfolk AIMD for repair and return.

Shop 7 - UNDERWAY 01-16. CASS HPDTS technicians, AT2 Hannahs and AT3 Hill check on board. APG-65/73, APS-137 On Site Verification performed. Mr. Johnson, Mr. Holyfield, Mr. Pautler, Mr. Heinzer, and Mr. Newton on board for confirmation and assistance. ICRL verification continues.

Shop 8 - Processed 28 items.

Shop 9 - Painted Mezzanine space. Transferred an AN/ARM-156 Tactical Air Navigation stack to Keflavik, Iceland. Transferred an ARM-200 Havequick adapter (MX-11013). Continued working on ICRL validation/verification within the work center.

Shop 11 - Calibrated 357 HARRY S. TRUMAN assets and 27 CVW 3 assets (Total = 384) this month. Command calibration readiness was 96.81 percent this month.

Shop 12 - Received HARRY S. TRUMAN Broad Arrow Synchro/Resolver and 15 VDC Power Supply, checked good. Calibrated HTS. Received RADCOM Broad Arrow Computer Memory CCA. Replaced computer, checks good. Repaired RADCOM self test ID. Repaired RADCOM AC Power Assembly. RADCOM Calibrated. TTS NATEC Tech Assist to calibrate calorimeter, completed. Calibrated TTS Water Loads.

Shop 13 - Completed 29 micro miniature and five cable repair actions in support of AIMD Work Centers. Fabricated five cables for Shop 8, one RF cable for Shop 9, and one cable for Shop 5.

Ordnance - Completed 31 maintenance actions including 7 AAB 0686 checks.

June - Shop 1/10 - 2400A Lead Acid Battery Charger, main current control switch was intermittent, replaced switch and resubmitted for calibration. Fabricated cable for new system on EA-6B (EGI batteries). These batteries are now charged on the BCU-20/E. Returned Control Logic Assembly T/S BD01-105 to CVN-65. Sent ANUSM405 S/N: DCY0016 temp loan to NAS Oceana. Repaired Engine Instrument Panel P/N, 1754AS122-1, S/N: P-114 For HARRY S. TRUMAN Test Cell.

Shop 4 - TSA 056 fails for electrical testing on EOTS. Ordered Broad Arrow (2155GB00) and Delayed Turn-In. IATS failed one test during Self Test. Bench called out Discrete Monitor Interface 1A2A1A7. This SRA is used during testing of all WRAs. Ordered A7 BA (2157GB02) with a Delayed Turn-In. Found out as per NAVAIR that EOTS Optics Bench and TSA will require an on-site calibration. This affects us for IRR, LDT, and optical testing of OS and PFS. Priority message routed. EOTS on-site Cal Team arrived. We also received the Optics Bench OCA Power Distribution card. Upon installation, they found that the IRD still would not turn on. Troubleshooting further, it was determined that this new card was bad. The team put our original card back. The problem was then identified to be within the IRD itself. Cal Team completed calibration of the

EOTS Optics Bench TSA and associated equipment. Meter cards have been provided and copied given to the Cal Lab. Message recently received that Corona is updating the technical guidance (METRL) for the EOTS P/N 74D741101-1001 and TSA M/N 71000 stating the idea that; when just the TSA is replaced, only the cal factor tape will be run and the bench declared RFI and up. AAM-60 Self-Test runs 5.0 end-to-end. Received and performed corrosion treatment on 7 pieces of gear for Emergency Reclamation, all PRI 1. ADP replaced our Micronix Computer with a new HP. Added the CASS EO+ (Cyclops) calibrated components to the Format 350. Cal Lab informed us that there are currently no procedures for calibrating these items (includes IPA, CHA, and LAM). Additionally, the AGCS (P/N: 2056AS263-01) is not in the METROQ at all. Support is through a one for one turn in at no cost. AT2 (AW) Smith and AT1 Clifton completed CDI qualifications.

Shop 5 - NATEC Representative repaired faulty cables and benches (RTBS and IMUTS) ran end-to-end IAW MIM's.

Shop 6 - Tailored Ship's Training Assessment (TSTA) - I and II 04 - 19 JUN. VF - 32 TARPS arrives.

Shop 7 - UNDERWAY 4-18 SEAOPDET on board, 19-30. EI generated for APG-65 Transmitter Test Number 2700 failure on CASS HPDTS. Aviation Consolidated Allowance List (AVCAL) deficiencies on APG-65 Transmitter A2 power Supplies not in stock. SEAOPDET reported on board without training jackets. AT1 Johnson selected as Command Supervisor of the Quarter.

Shop 8 - Processed 85 items.

Shop 9 - Received an APM-421 Transponder Test Set back from rework. Completed the IMRL inventory and MAMs inventory. Performed Emergency Reclamation on an AN/ARC-182 Light Control Box that was exposed to salt water. Continued to work on ICRL validation/verification within the work center.

Shop 11 - Completed onsite calibration of the MA2 test bench. Calibrated 339 HARRY S. TRUMAN assets and 34 CVW 3 assets (Total = 373) this month. Command calibration readiness was 98.83 percent this month.

Shop 12 - Received HARRY S. HARRY S. TRUMAN Test Program Set P/N 128SAV61741 missing two cables from CVN 71 and ordered components and built cables. RADCOM Broad Arrow for Signal Analyzer Input CCA. Repaired DTB 24 VDC power supply. CATIID Calibrated.

Shop 13 - Completed 161 micro miniature repair actions and 19 cable repair actions in support of AIMD Work Centers. Repaired six BRU-32 Aft Harnesses' for Work Center 71C. Fabricated one cable for Shop 1, six RF cables for Shop 9, one cable for Shop 7, five cables for Shop 12, one cable for the Hydraulic Shop and one cable for Shop 5. Performed two Support Equipment Configuration changes (SEC 5521) on two cables for the AIMD Ordnance Work Center.

Ordnance - Completed 573 maintenance actions with 5 SSC 3070 on A/E3TT-35, which change software to version 3.04. Also performed 4 AAB 689 inspections on 4 LAU-12s.

July - Shop 1/ 10 - Vibe Monitor T/S, S/N 821, P/N 74D420044-101 was transferred to the CVN 65. Performed IMRL inventory and ICRL verifications. Troubleshoot and repaired Windshield Temp Controller T/S. Transferred ANUSM405 S/N: DCY0016 To CVN-73. Eleven Technicians received Night Vision Goggle (NVG) training and NVG eye exams.

Shop 3 - Reworked of AIMD security clearance database.

Shop 4 - IATS failed for initial load and Self Test during Power Up. Ordered Air Sim A7 (P/N: 74D053031-1001) 2193GB00 and Half Rack A20 (P/N: 74D053116-1001) 2193GB01. Received and installed circuit cards, and IATS ran 5.0. OTPS 308 ID runs good on CASS EO+ except for the SC Subset. According to the test flow schematics, the SC Test Fixture (74D740181-2201) has an open between J3-102 to P6-183. Found that there is a pin missing at P6-183, but that it had instead been placed in P6-213. Had 69C move pin to correct location. SC Subset passed testing. AAM-60 failed Self Test for DC Power Supply. Power Monitor cards are preventing DC power from getting routed through the bench.

Shop 5 - Work center received electron tube for an EA-6B Radar Transmitter/Modulator and it failed immediately upon testing. A QDR was submitted and unit was held for 30 days per NAMDRP. The bad electron tube was RFI'd October 11, 1996 from DEPOT.

Shop 7 - UNDERWAY 12-28. On the 8-11th, NATEC Representative reported on board for Radar Frequency Test Station (RFTS). Station will not run Doppler Processor, PN: 481039-156. RSTS 2 brought on board and moved to mezzanine. ICRL verification continues.

Shop 8 - Processed 73 items. Completed quarterly publications audit.

Shop 9 - Completed a work center audit. Completed ICRL validation/verification.

Shop 11 - Calibrated 388 HARRY S. TRUMAN assets and 19 CVW 3 assets (Total = 407) this month. Command calibration readiness was 99.47 percent this month.

Shop 13 - Completed 34 micro miniature repair actions and completed seven cable repair actions in support of AIMD Work Centers. Fabricated one cable for Shop 5, 14 cables for Shop 9 and two cables for the AIMD Jet Shop Test Cell. Performed four Support Equipment Configuration changes (SEC 5573) on four cables for the AIMD Ordnance Work Center. Ordnance - Completed 358 maintenance actions including 41 AAB 689 inspections.

August - Shop 1/10 - Flange Tube Heater, S/N 89H062, P/N 36A424054G1 was transferred to the CVN 65. Received Liquid Quantity Gauging Sys. T/S ANUSM405, S/N: 1013, from NAS Jacksonville. Shop 3 - Picked up ALQ-126B's and ALQ-167 PODS from NAS Oceana. Shop 5 - Excessive time is being wasted waiting to get on the two computers in the shop for using NALCOMIS and viewing NAVAIR Publications on the LAN in the performance of maintenance. We have the six additional computers ready throughout the work center, LAN drops for each computer - but no LAN card for the computers. RADCOM 6 BAY removed and replaced Automatic Spectrum Analyzer. Hybrid Test Station removed and replaced Buffer Voltage Amplifier. Radar Test Bench Set (RTBS) would not fire the WRA 29. Discovered faults in WRA's 30, 31, 29, and 17. The bench was firing the WRA 29 for a while (WRA 29 bottom half is firing) - and then went into Overload on the WRA 30 and 32. Norfolk AIMD TAD use AT1 (AW) Webster for training and to repair parts to complete the E-2 training missions. Utilized personnel outside the work center that had RTBS NEC's or experience and several POTS calls to AIMD Norfolk and NAVAIR. Discovered bad WRA 9, WRA 30, and Dummy Load. Bench worked from September 6th on through the rest of COMPTUEX (COMPTUEX). Hybrid Test Station (HTS) failed PVT testing for Pulse Generator. Ordered and received within 4 working days Utilized MAMS asset for fault isolate to building block and as a work-around. Hybrid Test Station (HTS) new up-graded BB81 (digitizer will not support old configuration of Command Launch Computer - CLC). Utilize Shop 12 HTS that has old Digitizer configuration. Acquiring old Digitizer from HARRY S. TRUMAN supply to use as TBI/MAMS.CAT III D failed to read from Optical Drive. Could only use programs on the Winchester Drive (Hard Drive). Removed and replaced Optical Drive. EMTC always had a high backlog due to one test bench and one SEAOPDET person. This caused an expeditious repair (EXREP) on circuit

cards (MDU Light Pens, F-14B Glove Vane Amplifiers, etc.) and WRA's (F-14B Alpha-Computers, Angle of Attack Indicators, etc). Utilized Ships Company (LPO) to help bring down backlog and utilized IMUTS Technicians to troubleshoot and repair easier components. HARRY S. TRUMAN supports the last squadron of E-2C with Group 0 configuration, but found some Group 2 WRAs in the AVCAL pool. This problem carries over from the last HARRY S. TRUMAN deployment. We did not have any capability to run the Group 2 WRAs and they counted against the depth for Group 0 parts for the squadron. Requested S-6 confirm all E-2C parts are for the aircraft configuration embarked.

Shop 6 - TSTA - III/Final Evaluation Problem (FEP)/COMPTUEX 23 AUG - 06 OCT. Welcome aboard ATAA Halstead, Sea Operational Detachment, Oceana. CAMSEE's Team on board. The LM-230B test set started displaying in German after 3 tests. Replacement LM-230B arrived from Oceana and was verified good.

Shop 7 - UNDERWAY 23-31, FEP, and COMPTUEX begins. CAMSEE inspection. Hydraulic Servicing Unit Preventative Maintenance inspections discovered missing from NALCOMIS. Initial training on APS-137 Radar equipment begins. Technicians have no experience and VS-22 came on board with multiple failing aircraft. Ship has zero AVCAL for S-3. SEAOPDET not fully manned for CASS HPDTS, NEC: 6723. CASS HPDTS Auxiliary Display Unit failure. CASS HPDTS intermittent Vixicon failure. CASS Radio Frequency Test Station, Radio Frequency Interface Unit (RFIU) failure. Station down for all of COMPTUEX. CASS HPDTS APS-137 Plug In Unit (PIU) Radio Frequency failure. Support to VS-22 provided through BCM and Repair/Return program with NAS Jacksonville. Multiple failure with APS-137 Receiver, Synchronizer Test Program Set (TPS) ID. Lack of bench coverage on Control and Display, only one technician, NEC: 7991 on board. Lack of bench coverage on Computer Test Station, only one technician, NEC: 7989 on board. Radar Target Data Processor (RTDP) ID failure. Beginning of BOA 229 callout problem.

Shop 8 - Processed 124 items.

Shop 9 - Completed AIMD Combined Aircraft Maintenance/Supply Effectiveness inspection. ATAN O'Brien and AT3 Murphree attended 2 days of training on AN/AWW-13 PODS at NAS Oceana. Transferred an AN/APM-268 Transponder Test Set. Turned in excess MAMs to S-6 Division.

Shop 11 - Measure Science Corona adopted a HARRY S. TRUMAN Calibration Problem Report concerning improper wiring diagrams

and damage to CASS Rubidium Frequency Standards resulting in a revision of the calibration procedure. Calibrated 299 HARRY S. TRUMAN assets and 70 CVW 3 assets (Total = 369) this month. Command calibration readiness was 99.52 percent this month.

Shop 12 - Having only one inexperienced Transmitter Test Station technician, we are going to have a difficult deployment. Our lack of experience on the Digital Test Bench will have a lesser impact because it is a much less complicated bench with better-documented trouble shooting procedures. CAT, RADCOM, and HTS have adequately experienced technicians to train the inexperienced. Received ALQ-99 Transmitter/Universal Exciter pool. Fixed CATIIID Self Test Interface Device (bad relay). CAMSEE inspection completed with no discrepancies. Cal lab repaired RADCOM Spectrum Analyzer. Replaced bad monitor in CATIIID. CAT Self Test ID Failed. Discovered bad relay in Self Test Panel. Used Shop 5's ID to verify ours was bad. Required relay was on board. HARRY S. TRUMAN Optical Drive failed. Upon removal and replacement, hard disk would not read. Discovered technician had not moved jumpers from old optical drive to new. There was one RFI optical drive on board, removed and replaced. Training the technician to be more observant and to better use the technical manual for all removal and replacement actions. DTB failed Digital Word Generator, Multiple Matrix Switch, Counter Timer, DC Power Supplies, and DMM self test. Lack of experience (technician completed school less than a month prior to this deployment) and training resulted in a long turn around time. Found wires on the back of the Counter Timer that had come loose, cleaned connectors on several CCA's. Bench now runs good. Technician will improve with experience. During IMRL Validation of ALQ-99 transmitters, each item has taken more than 3 days to repair. Technician just completed school and has little experience running transmitters. Every evolution has minor problems and the publication is not very explicit on procedures. With only one inexperienced technician, we can only work on the problems for one shift per day and there is no resident expert for any problems that arise. TTS Bench started failing for High Voltage Loads towards the end of the at sea period. Shop personnel were unable to fault isolate problem. We have been able to overcome all hurdles using e-mail to experienced technicians at Whidbey. RADCOM Signal Analyzer failed after burning up a transmitter SRA. The SRA was burned up due to an in-experienced technician improperly installing insulating washers with a power transistor. Conduct training of junior technicians. Transmitter Test Station failed High Voltage Loads wraparound test. Test was run after being unable to use the Loads to adjust in the TWT power supplies during WRA testing. After tracing signals through two different

publications on the LAN, four separate work packages and communication with tech reps, we discovered the problem was in the MMS, not discovered during normal online testing of the MMS. After swapping out various relays and we were able to get a good run on the wrap. This was an excellent training experience for our technician. However, the mid-band transmitters still failed to adjust. The probable cause was suspected to be cracked insulation on the cable from the driver power supply.

Shop 13 - Completed 224 micro miniature repair and nine cable repair actions in support of Combined Training Unit Exercise. Fabricated three cables for AIMD Jet Shop Test Cell, one cable for Shop 5 and two cables for Shop 12. Repaired four BRU-32 Aft Harness' for Work Center 71C. Packed up and shipped off the work centers Surface Mount Technology Rework Station (SMTRS).

Ordnance - Completed 699 maintenance actions and received the K-Pool from all 4 supporting commands for cruise.

September - Shop1/10 - Started supporting the EA-6B EGI Battery, P/N 39411-003. Now we have 100 percent capability with 4 authorized on the AVCAL. Variable Transformer, transferred to LHA-2, S/N 3PN1010, P/N 033-3612. Repaired Engine Instrument Panel P/N 1754AS122-1, S/N: P-102 (AIRLANT asset).

Shop 3 - Received COMSEC Equipment from Ship CMS Manager.

Shop 4 - Armament Controllers have been coming in to IATS bench missing connector key baskets. Informed squadrons of FOD hazard and they requested to have conditional ready-for-issue WRAs with missing baskets annotated on MAFs. VMFA-115 requires the keying baskets, while the other squadrons remove them as potential FOD hazards. Squadrons must be contacted before condition RFI because there is not a general consensus between all 3 F/A-18 squadrons. Lack of EOTS SEAOPDET technicians. Established an aggressive cross-training regimen to assist in production efforts and increase bench coverage. IATS - Did not have Test Map Film used for aligning Horizontal Indicator (HI). WRA is only used on Day Attack aircraft (VMFA-115), and this is the first time we've had to support this configuration of aircraft. Additionally, part number in IPB was not in FedLog. Researched correct part number for film with aid from NATEC. Ordered one against TSP MAF and received an extra film from Beaufort MCAS. Shop did not have latest disk version of CASS OTPI G81S00003 CHANGE 5 and G81S00004 CHANGE 4, but had the MTPSI. Contacted CASS FST and requested new OTPI software. Had software mailed. Completed quarterly IMRL inventory.

Shop 5 - During testing shop technicians arced out 4 more RTBS high power cables. We sent degraded cables to NORFOLK AIMD to work center X56 (Grumman Rework Team). Transmitter/Modulator inducted during a prior workup. Found FOD and corrosion in wave-guides causing the magnetron to arc whenever it was supposed to transmit. The WRA was BCM. Six Bay RADCOM signal analyzer had a few bad components and required extensive alignment.

Shop 6 - Completed IMRL inventory.

Shop 7 - UNDERWAY 1-30, Composite Training Unit Exercise (COMPTUEX). Port visit to Key West, FL. ICRL verification completed. On the 7-20th, NATEC representative was on board for APS-137. On the 9-17th NATEC representative was on board for RFTS and Low Frequency Test Station.

Shop 8 - Processed 194 items. Pneumatic Function Generator (PFG) on CASS station (CARTMAN) went down, it will not hold pressure above 30,000 ft. This is the only CASS station on board that has PFG functions. Parts were placed on order to repair the station. Completed quarterly IMRL inventory.

Shop 9 - The bench transmitter for the AN/AQM-24B Sonar Test Station failed and partially dented the test bench. Troubleshoot down to a bad cable leading to the Transmitter Mounting Fixture; initiated a Broad Arrow report. Contacted the Sonar Technical Representative, Jim Calhoun and obtained a new Transmitter Mounting Fixture, returning the bench to an up status.

Shop 11 - Completed onsite calibration of the STS test bench. Calibrated 408 HARRY S. TRUMAN assets and 55 CVW 3 assets (Total = 463) this month. Command calibration readiness was 99.45 percent this month.

Shop 12 - Completed IMRL inventory. Repaired RADCOM Signal Analyzer (bad Microprocessor CCA). Replaced Synchro/Simulator and Digital Multimeter on HARRY S. TRUMAN. TTS was unable to adjust transmitter power supplies. Power supply loads were not bad, initiated NATEC Technical Assist request. Repaired wiring in CATI IID Fuel Quantity Interface Device. Port Call: Key West, FL.

Shop 13 - Completed 579 micro miniature and 33 cable repair actions in support of COMPTUEX. Fabricated one cable for Shop 12 and one cable for Shop 5. Repaired 21 BRU-32 Aft Harness' and repaired two LAU-116 Missile Launcher cables for Work Center 71C. Repaired two I-TER cables for VFA 105.

Ordnance - Completed 251 maintenance actions.

October - Shop 1/10 - F/A-18 Generator Rotor Removal Fixture, P/N 36A424056G1, S/N S004214 used for removal of G1 Generator handle was broken during removal of generator during Joint Task Fleet Exercise. F1 survey was completed and we also received the new Rotor Removal Fixture, S/N 1264-8, P/N 36A424056G1. Flange Heater Assembly S/N 36A424054G1 has been sent off to DRMO. Received temp loan S-3 FQDC Cable Assembly, P/N 467-080-000, S/N C9862B. Ordered connectors to rebuild our set.

Shop 3 - Hosted AMSEC power monitor team for Department.

Shop 4 - We received CASS EO+ OTPS 311 and 312 and found the following items to be missing:

P/N: 74D060312-2101	NOMEN: LTR Test Fixture
P/N: 74D060312-2301	NOMEN: LDT Holding Fixture

Informed Production Control and a message was sent to COMNAVAIRLANT. The Collimator House Assembly Mirror requires 200 Proof Alcohol for cleaning. This is the only material authorized for use. However, it is not listed for Shipboard Use. S-9 submitted a feedback report for material approval. Our Infra Red Device (IRD) continued to fail during Self Test on EOTS. We were unable to correct failures through alignment procedures. IATS failed for power faults while trying to run RPYCs. Upon running Self Test, the technicians found the RPYC drawer to be faulty. With the aid of Dave Emory (squadron tech rep with IATS experience), we were able to isolate the problem to the A7 SRA. the part is currently on order, BA 02-136 (2303GB03). In the meantime, we have been able to successfully plane check and RFI 3 out of 4 RPYCs. AT3 Huber, AT3 Grim and AT3 Permenter were selected for E-5 plus ATAN Robison was selected for E-4.

Shop 5 - Assisted RTBS group II WRA-9 twice to AIMD Norfolk. HARRY S. TRUMAN has no group II repair capability (not authorized IMRL) to support WRA-9. Excessive time was being wasted waiting for work center load testing to be completed. We had to stop production three days in a row for periods up to 6 hours. Work center 64F was utilized during down period. Hybrid Test Station S/N QLV155 failed after work center took a loss of 60-cycle power. HARRY S. TRUMAN Bench fails for internal timing during PVT testing. After numerous hours of troubleshooting the fault, HARRY S. TRUMAN passed PVT testing. No parts were ordered. Two days later work center had to secure power due to load testing of 400/60-cycle power. HARRY S. TRUMAN failed

again for internal timing. Bench is hard down, troubleshooting in progress. PCOF is Buffer Voltage Amplifier (failed in both benches). Two of three HARRY S. TRUMAN stations are down. Utilizing MAM's for work around to repair inductions. IMUTS S/N LNE005 failed during self-test. After troubleshooting fault, it was determined that 2 Relay Type Two CCA's were defective, cards were ordered Broad Arrow and received in two days. IMUTS pass self-test with no faults. The shop utilizing MAM's asset to isolated the bad Relay circuit card assembly and as a work around procedure.

Shop 6 - Inventoried and verified test benches.

Shop 7 - UNDERWAY 1-4, 6 Family Day, 23-31 Joint Task Force Exercise (JTFEX). AWG-9 Antenna Controller and Electronics Servo Package OSV. CASS HPDTS VIXI failure. After two days of continuous troubleshooting a NATEC representative was requested.

Shop 8 - Processed 130 items. PFG parts for (CARTMAN) were received and replaced. The PFG held pressure and calibrated, unit is back online once again. Completed ICRL validation/verification.

Shop 9 - Completed another DTPL audit. Transferred an AN/APM-403 Radar Altimeter Test Set to Keflavik, Iceland. The AN/UPM-155 Identification Friend/Foe Test Set was rejected by the AIMD Calibration lab and was sent to rework.

Shop 11 - Completed calibration of the CEHATS and GACT-GRAD test benches. Calibrated 328 HARRY S. TRUMAN assets and 35 CVW 3 assets (Total = 363) this month. Command calibration readiness was 99.58 percent this month.

Shop 12 - Transmitter Test Station technician received valuable, formal and on the job training from NATEC tech representative Mr. Vanover resulting in greatly decreased turn around time for ALQ-99 transmitters. NATEC tech assist Mr. Vanover arrived in port Norfolk. Found problem with adjusting power supplies on transmitters to be in the Multiple Matrix Switch. Replaced TTS Optical Disk drive. PEPSI power team verified shop AC power, tightened all connections in junction boxes. After that, the shops 400hz AC voltage was more than 120 VAC, causing RADCOM to be inoperative. PEPSI team returned and adjusted regulators, fixing problem. They also found a bad main 400 HZ cutoff breaker. Trouble call turned in to ship's power shop. DTB 24 VDC Power Supply failed, repaired by COMNAVAIRLANT. CAT Fuel Quantity Gauging System (FQGS) ID failed. Discovered bad microcircuit in the ID Panel. Ordered microcircuit. Prior to

getting under way, DTB failed for its fixed 28VDC power supply 3. The power supply is an obsolete item, ATCS Clark found a spare 28VDC power supply that fits the bench. Several minor discrepancies have affected TTS, most being quickly repaired and not affecting our ability to run transmitters. Repaired various minor wiring problems and ordered a voltmeter. RADCOM went down for several hours due to misaligned shovel pins on the patch panel. Replaced badly worn shovel pins and adjusted the rest to get the bench running.

Shop 13 - Completed 164 micro miniature and 14 cable repair actions in support of JTFEX. Fabricated eight cables for AIMD Jet Shop Test Cell.

Ordnance - Completed 77 maintenance actions.

November - Shop 1/10 - TTU-317EV was damaged during calibration. Circuit card P/N 587AS166-1 couldn't be order through supply. Battery Charger BCU20/E, temporary loan from CVN-65, S/N PZJ278. The survey has been completed and a replacement has not arrived, document #V218533037DT19. Returned Synchrophaser T/S GS9981-5 S/N: HS0SD018 to FSD Norfolk for repair.

Shop 4 - CAL Team from NADEP JAX did the on site CAL for the AAM-60 bench. Had Russ Wright, IATS tech rep out to trouble shoot and groom the bench. Bench runs 5.0. AT1 Clifton attended EO conference.

Shop 5 - NATEC Technical Representatives came to groom all Test Stations (HTS, RADCOM, CAT IIID, Radar Test Bench Set). Also Crane, Indiana provided ATE Patch Panel Alignment Team that aligned all Interface Devices and Patch Panels. CAT IIID had faulty Color Graphic Generator (missing red display and locked up keyboard). Motherboard was the cause of failure and was not able to be repaired. Removed and replaced whole Color Graphic Generator bench runs end-to-end.

Shop 7 - UNDERWAY 1-4, JTFEX ends. On the 2-6th, NATEC representative was on board for CASS HPDTS. Failing component was VIXI power supply and bad wire crimp on W748, power supply to WIU. POM period begins.

Shop 8 - Processed 69 items. Calibrated four CASS stations (OSCAR, BUFORD, DAKOTA, and TAZ). All CASS stations are calibrated through the end of cruise. Received F-14 Synchronizer OTPS and software from Raytheon. Verified the set up on all CASS RF stations in shop. Checked out a synchronizer from Oceana to verify the set up using a WRA.

Shop 9 - Sent two pneumatic hoists to the Shore Intermediate Maintenance Activity, Norfolk for repair and returned prior to end of the month. TWA Reeling Machine had a bad motor. Initiated Broad Arrow report on the Reeling Machine. TWA Reeling Machine turned in for re-work. Transferred W200 cable from the AYK-14 Test Bench.

Shop 11 - Recognized by COMNAVAIRLANT as Number 1 in Force-wide TMDE Readiness, FY 02. Completed onsite calibration of the T-10, MA2, RTBS, RFTS Cooling Station, RSTS Cooling Station, Oxygen Test Stand, AAM-60 Infrared Target Source and the Forward O2N2 Plant. Calibrated 334 HARRY S. TRUMAN assets and 26 CVW 3 assets (Total = 360) this month. Command calibration readiness was 99.42 percent this month.

Shop 12 - NATEC Technical Representatives came to groom all Test Stations (HTS, RADCOM, CAT IIID, Radar Test Bench Set). Also Crane, Indiana provided ATE Patch Panel Alignment Team that aligned all Interface Devices and Patch Panels. CATIIID Fuel quantity Interface Device (bad microcircuit) was repaired. Requested NATEC tech assist for TTS for first two weeks of cruise for training.

Shop 13 - Completed 178 micro miniature repair actions in support of JTFEX. Fabricated one cable for Shop 12. Received the new SNIPER II Surface Mount Technology system to replace the SMTRS.

Ordnance - Completed 18 maintenance actions and complete POM period.

December - Shop 1/10 - Received Temp Loan Test Set Supervisor Panel, S/N 720027, P/N 587AS100-1, from CVN-69. Survey has been completed and the replacement document is V21853-3037DT20. Received temp loan Synchrophaser T/S GS9981-2, S/N: HS0SD012 from CV 67. FASAR Induction Generator FS-5000 shorted out, S/N 601, submitted rework request. Shop 4 -Received our IRD back and verified it to be good and returned Oceana's IRD to IMRL for shipment. Had a problem with the EO+ DTU back plane. Got a tech assist. Finally resolved the problem by ordering the W99 cable, back plane, and the Ethernet card. Resolved IMRL issues in regards to the chromameter and theodolite for IATS and got them issued to us. Changed the CASS ICRL code to X1 for the B-500 cards. Completed quarterly IMRL inventory. Shop 5 - RTBS had chilled water pipe burst do to heavy corrosion on sealed plate assembly in the coolant line. Repaired pipe and inspected remaining water lines. Radar Test Bench Set (RTBS) would not fire the WRA 29. Replaced WRA 29 and bench still would not

fire. Discovered faults with A9 and A10 dummy loads replaced. Received bad dummy load from CVN-65 had to re-order. The bad A9/A10 Dummy load prevents RTBS from running WRA 22,23 and 30 in unit test. WRA 22, 23 and 30 can be run and trouble shoot in System Test. NATEC Assist was requested and granted. The A10 Dummy load was order. Hybrid Test Station (HTS) Load box for the 205 ID fail while running SRA's on bench. Technician found a bad relay, it was ordered with high priority. The Load box only runs high voltage power supply for DDI, and CRT for HUD. More relays are being ordered to speed up turn around time. CATIII D Pulse Generator failed during self-test. Pulse Generator was ordered and received. Removed and replaced Pulse Generator. RADCOM bench fail during self-test. Discovered faults in the multiple matrix switch (MMS). Reseated CCA's and bench pass self-test. Clean contacts and ensure CCA'S is properly seated before self-test. During RADCOM Bench alignment technicians found a broken wire in a Multiple Matrix Switch top hat causing the Signal Analyzer to fail intermittently. The path is not checked during self-test and is not listed as a possible faults during Signal Analyzer Fault Isolation testing. BCM'ed a group 2 Upper Main Display (UMD). Supply had two group 2 UMD's when the squadron was flying Group 0 Radar. Supply received a group 0 UMD as the BCM replacement. RTBS High voltage cable that runs from A10 Dummy Load to WRA29 is bad. Faulty cable is being shipped to AIMD Norfolk (X-56) for repair. Received A10 Dummy Load for Radar Test Bench Set (RTBS). Replaced A10 Dummy Load. Radar Test Bench Set runs good in Unit/System test per MIMS. We are able to support CVW 3 with the help of NATEC Rep who tested, troubleshot and verified our A10 Dummy Load. Received relay for Hybrid Test Station (HTS) 205 ID Load box. Bench ID ran per TPI. IMUTS technicians suspected Beryllium hazard in ASN-92 IMU. Shipped IMU to Litton Guidance and Control Systems, Salt Lake City, Utah. Six personnel reported to ships medical department for baseline medical exams per Beryllium MSDS.

Shop 7 - UNDERWAY 5-31 Deployment begins. RSTS Rubidium Frequency standard required calibration and second Rubidium at the MARCC. This left the RSTS station down. Even though RSTS was in place as a redundant system, its downed state affected throughput for APG-65 RADAR transmitters. No AN/AWM57B on board. One test set was at JAX and the second in transit to Rota, Spain. Repair on the F-14 RADAR Master Oscillator was impaired, but a work around prevented any major problems.

Shop 8 - Processed 119 items. Completed quarterly IMRL inventory. Repaired S-3 Flight Data Computer (FDC) ID. The ID went down while running FDCs. Running ID WRAP showed no faults

in the ID, yet taking the Circuit Card Assemblies (CCAs) and checking the Integrated Circuits (ICs) with a HUNTRON showed that the ICs were bad.

Shop 9 - Received a TWA Reeling Machine as a temporary loan from the CVN-73. Received an AN/UPM-155 Identification Friend/Foe Test Set received as a temporary loan from the CV 67. Completed another IMRL inventory. Provided Mezzanine pictures and measurements for NAVAIR.

Shop 11 - Calibrated 303 HARRY S. TRUMAN assets and 57 CVW 3 assets (Total = 360) this month. Command calibration readiness was 99.69 percent this month. Calibrated 4,128 HARRY S. TRUMAN assets and 401 CVW 3 assets (Total = 4,529) this calendar year.

Shop 12 - Transmitter Test Station technician received valuable formal and on the job training from Cherry Point NATEC Technical Representative Mr. Vanover. Departed for HARRY S. TRUMAN's second deployment. We went Broad Arrow for station Power Supply 2. Received bad replacement (initiated CAT II QDR). Received replacement and PS2 checked good. TTS repaired 5 VDC Power Supply and 115 VAC Interlock Relay. DTB CIU/E Pallet Interface Device failed Self-Test and went Broad Arrow for circuit card. Received CCA and ID checked good. Port Calls in Marseille, France and Souda Bay, Crete. Poor availability of 'O' rings for ALQ-99 Transmitters. Many needed 'O' rings are not in FEDLOG, resulted in not being able to get them. Turned in required part numbers with references to SRS for research. Mr. Vanover e-mailed Crane for more information on these items, including possible alternate part numbers. TTS +5V DC power supply 1 failed during normal use. The Navy no longer procures these power supplies. We were able to cannibalize a power supply from the Exciter Test Set, resulting in the bench returning to a FMC status. PC is coordinating with AIRLANT to send the faulty power supply to Crane for rework. Band 1 and 2 water load had incorrect water fittings. Both fittings were male instead of one female and one male. Using spare fitting, we are now up, however if we break a female fitting we will have to manufacture a jumper hose to use two male fittings. AT2 Parrish and AT2 Wright qualified as CDIs.

Shop 13 - Completed 622 micro miniature repair actions in support of Mediterranean cruise 02/03. Fabricated two cables for AIMD Jet Shop and one cable for Shop 12. Repaired five 1760 Missile Launcher cables, two Maverick Missile Launcher cables, one LAU-118 Missile Launcher cable, three LAU-117 Missile Launcher cables, one HARM Missile Launcher cable, three IMERS Missile Launcher cable, and one AWW-13 Pod cable. Set up and

received training from civilian contractors on how to utilize the SNIPER II repair station. Provided the first feedback report to COMNAVAIRLANT of the system's effectiveness and problems.

Ordnance - Completed 428 maintenance actions. Started six-month deployment in support of Operation Enduring Freedom.

Support Equipment Division (IM-4) - Month-by-month highlights include:

January - Level of readiness was 0.0 percent average for the month. Training held classes for 419 people this month with 11 no shows. Well the Yard period is finally coming to an end, but this push is still on. We as leaders need to think ahead about some serious training concerning all areas of safety and getting our heads back on the swivel and getting ready for sea life again. We as supervisors need to canvas our people and insure that they are well versed on what they need to be "READY" to go back to sea, ie power of attorneys, income tax stuff, are their spouses taken care of, do they have any pending court dates that need extending just to name a few. When shipmates are worried about loose ends at home it can and will cause complacency at times, just getting started back to sea if we can address some of their issues prior to pulling out it will save us some possible heartache in the long run.

February - IM-4s level of readiness was 90.2 percent average for the month. Training held 49 classes for 208 people. Most of this month was spent doing the finishing touches on all units. All of the jacks were finished during this time. Everyone at building 236 performed an intense cleanup of the building and our spaces to ensure a proper turnover. All supplies, parts, and miscellaneous things were packed at this time and sent to the ship. Run-up of turbine units went better than expected, 8 of 10 RFI. We are now back on board and starting to get the bugs ironed out of our gear, this will prove to be a awesome task, but one I think as a team we IM-4 can overcome. There will be a great deal of training that must get completed, so we can all properly operate our gear. During the PIA period there was a demanding push put upon IM-4 that caused a lot of distress among the multitude of work centers. It's now time to take a breath slow down and review the proper procedures so that we can look and act like the professionals that we are.

March - IM-4s level of readiness was 91.5 percent average for the month. Training held 64 classes for 356 people this month with 97 no shows. We are gearing up for the cruise. We spent

18 days at sea. IM4 had a big part in the Change Of Command with gear moves, painting, and parking issues. The last half of the month was dealing with maintenance qualifications. We then were out to sea again from 20 March to 1 April. This period is when everyone worked very hard on finishing numerous qualifications. Lots of good training was given to our USS Ronald Reagan counterparts. Completed Flight Deck Certification. Had more than 700 traps with the T-2, T-45's. During all the flights going on around us we worked the bugs out of the gear on the flight deck and qualified a new troubleshooter. The Flight Deck Handler and Air Boss gave the F/D troubleshooters a B/Z for going thru the gear on the roof with a fine toothcomb and magnets during daily FOD walk down. AS3 Lucero and AS3 Ozuna have completely stepped up to the plate as combined NX T/S supervisors.

April - IM-4s level of readiness was 93.47 percent average for the month. Scheduled maintenance actions completed-30/ Unscheduled Maintenance action completed-102. IM41- Completed 90 PMS Checks/607 Man hours Training - 9 Classes held/61 Attendees/zero no shows. This month we were in port from the first of April until the 23rd of April. There was also a lot of in shop training being conducted and even more OJT training held on specific pieces of support equipment. We sent 6 personnel to the NATEC class for the operation/ troubleshooting of the A/S32A-35 crash crane. In port from the 8th till the 18th of April.

May - (2121 - 2151) - Scheduled Maintenance actions completed = 95/ Unscheduled Maintenance action completed = 92 IM41 - Completed 100 PMS Checks/596 Man hours. Training - 18 Classes held/187 Attendees/1 no show. Spring PT was held. Three failures for IM-4. Division was also involved in preparations for the CAMSEE inspection.

June - (2152 - 2181) - Scheduled Maintenance actions completed = 277/ Unscheduled Maintenance action completed = 243. IM-41 - Completed 78 PMS Checks/460 Man hours. Training - 30 Classes held/235 Attendees/1 no show. Continued with preparation for CAMSEE.

July - (2182 - 2212) - Scheduled Maintenance actions completed = 253/ Unscheduled Maintenance action completed = 212. IM41 - Completed 122 PMS Checks/661 Man hours Training - 21 Classes held/119 Attendees/zero no shows. Continued with preparations for CAMSEE.

August - (2213 - 2243) - Scheduled Maintenance actions completed = 134/ Unscheduled Maintenance action completed = 104. IM41 - Completed 97 PMS Checks/285 Man hours. CAMSEE Inspection - SE took zero discrepancies. Scrubbers were off-loaded for Safe and Serviceable Maintenance by AMSEC LL. 550DN's were on-loaded as Temp. Loans. COMPTUEX - Departed on COMPTUEX (22 August). Tilly was found to have a bad main hoisting cable. NATEC and DynaCorp Rep flew on board. HARRY S. TRUMAN completed main hoisting cable change ever underway on a carrier. Conditional Load Test was perform using a dud aircraft/certified by Dyna Corps Rep. Training - 5 Classes held/48 Attendees/zero no shows

September - (2244 - 2273) - Scheduled Maintenance actions completed = 156/ Unscheduled Maintenance action completed = 199. IM41 - Completed 50 PMS Checks/488 Man hours. COMPTUEX - Underway on COMPTUEX the entire month of September. Key West Liberty Port 27 Sept - 30 Sept. Ship had an all hands recall and SE had only a few personnel not return to ship, AS1 Wilson, AS3 Williams, AN Orihuela. Received LFCU Coolant unit for F/A18 APG-25 Radar. New equipment to fleet). Training - 66 Classes held/304 Attendees/112 no shows.

October - Division Officer Turnover; (2274 - 2304) - Scheduled Maintenance actions completed = 154/ Unscheduled Maintenance action completed = 144. IM41 - Completed 126 PMS Checks/826 Man hours. COMPTUEX - Returned from COMPTUEX (4 Oct). Friends and Family Day Cruise (6 Oct) - SE had to move entire pack to roof in preparation for event. Tilly off-load for full load test on (8 Oct) - Tilly was loaded by Dyna Corps, front inrigger replaced by Troubleshooters, then on-loaded. Outstanding job by all involved. Command PRT was held (8 - 18 October) JTFEX - Departed for JTFEX on 23 October 2002. Training - 22 Classes held/121 Attendees/38 no shows.

November - (2305 - 2334) - Scheduled Maintenance actions completed = 109/ Unscheduled Maintenance action completed = 54. IM41 - Completed 182 PMS Checks/1071 Man hours. JTFEX - Returned from JTFEX (6 Nov). POM - 6 - 13 Nov and 13 Nov - 3 Dec. Power Bosses and Scrubbers were emptied prior to pull-in in preparation for off-load. Power Bosses were off-loaded for Safe and Serviceable Maintenance by AMSEC LL (technician fell ill with mild stroke) SE Troubleshooters were sent in to refurbish power bosses. Again great work by SE Troubleshooters. 550DN Scrubbers were off-loaded and returned to Item Manager. Expecting permanent 1550DNs back to ship soon. Training - 11 Classes held/34 Attendees/7 no shows.

December - 2335 - 2365) - Scheduled Maintenance actions completed = 299/ Unscheduled Maintenance action completed = 191. IM41 - Completed 229 PMS Checks/2113 Man hours. On-loaded Power Bosses and 1550DN Scrubbers for cruise. Departed on Cruise - (5 Dec). Crunches were SE's main problem, two occurring in one month. One alleged scraping of an EA6B Pod and the other was between a tractor and a P-25. Liberty - Marseilles, France (23 - 28 Dec) Liberty - Souda Bay, Crete (30 Dec - 4 Jan).

AIR DEPARTMENT

Air Department achieved unprecedented levels of success in 2002. From the completion of PIA 01 in the shipyard, to forward deployment against the global war on terrorism in the Mediterranean Sea, the 650 men and women of Air Department have distinguished themselves through both their professionalism and most importantly, their performance. Specific, statistical accomplishments included:

More than 12,600 mishap free catapult launches and arrested landings.

HARRY S. TRUMAN achieved a Fleet record number of traps and launches in one day of 322 during Training Command Carrier Qualification (CQ), followed by a consecutive second day of more than 300 launches and traps.

Fleet record-breaking performance on COMPTUEX of 18 consecutive days achieving an "event factor" grade above the COMCARGRU FOUR Blue Water Operations certification standard. Noted as the "best seen ever" by Commander, Carrier Group FOUR.

More than 9.3 million gallons of fuel transferred.

Beginning Flight Deck Certification in March 2002, Air Department under the leadership of CDR Steve Guse serving as Air Boss, cemented a reputation on the east coast as the "number one flight deck in the Atlantic Fleet." Through Training Command and Fleet CQs, a full set of work-ups and forward deployment, accolades in after action reports from Training Command COs, Afloat Training Group, COMNAVAIRLANT Handling Team, COMCARGRU FOUR, and COMSECONDFLT Senior Officer Observer Team, testified to the hard work and well-deserved reputation of "The World's Greatest Air Department."

COMMAND RELIGIOUS MINISTRIES DEPARTMENT

"Devoted to God and Country we unite to deliver innovative, life transforming service throughout and beyond the Sea Service."

-- Chaplain Corps Vision

The Command Religious Ministries Department (CRMD) was instrumental to the ship and crew as we transitioned from an aggressive shipyard environment to the Atlantic Fleet's ready carrier. Through dynamic ministry opportunities, counseling, Navy Relief loans, Red Cross assistance, lay-leader support, and our 12-computer library and cyber-café, CRMD is key to USS HARRY S. TRUMAN's esprit-de-corps, high morale, and operational success. Some specific accomplishments this year include:

Provided life transforming ministry opportunities to the 7,500 Sailors and Marines of the USS HARRY S. TRUMAN (CVN 75) and Carrier Air Wing THREE Team during the first month of our Battle Group support of Operation Enduring Freedom, TSTA I/II/III, ORSE, COMPTUEX, and JTFEX.

Completed the Command's first PIA at Norfolk Naval Shipyard (NNSY). During this availability, the Religious Ministry Department successfully coordinated and managed an aggressive 16 jobs, 1,000 man-hour shipyard work package. This resulted in a new synthetic hard wood deck in the Chapel, Library and Multi-media Resource Center; one-step in the passageway; carpet in all of the chaplain's offices; painting of eight of our spaces; laminate bulkhead; artificial plants, wall art, new sound system and digital media in the chapel.

Established a twice-weekly praise and worship service while at the shipyard, and continued this successful mid-day service while underway. Through actively engaging the crew, word of mouth, and a live music program, this is one of HARRY S. TRUMAN's most popular worship services.

Implemented several area ministry opportunities that included cross decking and holding services aboard neighboring ships and a shipyard wide Ash Wednesday service at the chapel. This efficient use of chaplain resources generated greater access and coverage for Sailors.

Hosted 23 Chaplains and RPs for a one-day tour of HARRY S. TRUMAN. The visit included the Operational Ministry and Navy Region Mid-Atlantic Chaplains. The tour provided an opportunity

to explain and show facility upgrades as well as provide feedback on the command's sound abatement project.

Revitalized the command's Basic Living Values Course. This course is mandatory for all newly reported E-6 and below personnel. It is a key part of the command's fight to lower attrition. Taught by senior enlisted and junior officers, this program teaches real life applications of our Navy's Core Values.

Completed the HARRY S. TRUMAN's Habitat for Humanity building project. This included the management of eight departmental work managers and 100 volunteers. Over a three-month period the crew utilized 15,000 dollars in donated materials to pour the foundation, completely frame the Habitat house, and raise and shingle the roof, making a lasting positive impression in the lives of one Habitat family and the City of Portsmouth.

Accomplished an incredible 30,000 dollars LMRC upgrade utilizing funds and equipment provided by CNET. These upgrades increased the number of computers available to the crew by 50 percent. Additionally, the HARRY S. TRUMAN was chosen to spotlight carrier library capabilities by hosting a tour for the Director of the Naval General Library Program and assistants. During this report, the Library has had 41,314 visits.

Cultivated a CRMD visitation program that shared HARRY S. TRUMAN ideas with other Atlantic Fleet Religious Ministry programs. This included visits by GEORGE WASHINGTON, THEODORE ROOSEVELT and ENTERPRISE Command Chaplains, 8 national educators from several theological seminaries, and 25 midshipman on board for annual training.

Implemented several lecture series and trainings designed to enhance the professional and personal development of personnel throughout the chain of command. This included 3 Anger Management seminars attended by 44 Sailors, 3 CPO History lectures including a "Battle of Midway" lecture given by Dr. Donald Goldstein, University of Pittsburgh professor and noted author, and weekly Basic Living Values Education training given to all newly reported HARRY S. TRUMAN Sailors.

Coordinated a Burial at Sea of LT Jesse Bamber. This solemn Naval tradition was attended by more than 100 Sailors attached to the command and was officiated by Chaplain Tim Oswald.

Hosted three community relations projects while supporting Fleet Week in Fort Lauderdale, FL. Supported by 65 Sailors this outreach program included a hospital visit, trip to an elementary school, and the painting of three houses for Habitat for Humanity.

A fully integrated Battle Group ministry team, CRMD dispatched chaplains to six separate ships while underway during COMPTUEX, providing lay leader support, counseling and ministry services.

Memorialized four of our fallen shipmates during this reporting period. The following Sailors were remembered for their commitment, patriotism and selfless devotion to duty: MM1 Jeremy Fletcher (Reactor Department), LCDR Michael Chalfant (VS-22), LCDR Jeffery J. Gray (VS-22) and LTJG Thomas McCombie (VS-22) more than 550 Sailors attended these two ceremonies.

Led a memorial service on the flight deck to remember the men and women who gave their lives during the September 11, 2001 terrorist attack on our country. 790 Sailors and Marines attended this service.

Hosted the Chief of Chaplains, RP Senior Enlisted Advisor and their families during the ship's 2002 Friends and Family Day Cruise. This included two worship services.

Facilitated a first ever CRMD Battle Group Teambuilding seminar. Six commands participated. Result: Deploy for Global War on Terrorism with complete coordination across all staff lines for delivery of ministry and mass casualty response.

Coordinated the ship's 2003 pre-deployment seminar that was attended by 1600 Sailors, Marines and their families, this event helped prepare ship's company personnel for the challenges of the upcoming deployment.

COMBAT SYSTEMS DEPARTMENT

USS HARRY S. TRUMAN Combat Systems Department completed PIA in later winter and commenced the work up schedule leading to deployment.

Combat Systems Department made several changes in key leadership positions during the year. Most notably, ETCM (SW/AW) Makowski relieved FCCM (SW/AW) Starr as Combat Systems Leading Chief Petty Officer in January, LT Jim Moss relieved LCDR Ed Katz as Systems Test Officer in July and LT Sean Fischer

relieved LCDR Herman Archibald as Combat Systems Information Officer in August. Several division officers also changed throughout the year. Combat Systems Department also made two changes to the organizational structure in order to improve overall performance. CS53 Division was placed into CS3 Division bringing together all the System Administrators and CS9 Division was placed under the Combat Systems Maintenance Officer.

Combat Systems Department achieved several significant milestones and qualifications during the year as well. During PIA, Combat Systems Department, working closely with the Shipyard management and representatives from the systems commands, completed Command, Control Communications, and Intelligence Systems (C4I) installations impacting virtually every mission area. Most significant of these installations was the install of AN/SSR-2, Global Broadcast System, AN/USC-38 EHF Follow-on Terminal, Consolidated Automated Support System (CASS) Electro-Optics (Plus) upgrade, AN/SYQ-23A JSIPS-N, ADMACS/ISIS, NALCOMIS Mid-Tier Server Array, Long Range Line-up System, AN/WSN-7 RLGN, NAVSSI, and IFLOLS. The Sailors in Combat Systems Department were noted for their efforts in these projects, contributing to the overall success of PIA, which was completed 10 days early and 10 million dollars under budget. The Cable Inspection Team, made up from TAD assignments from throughout the department, identified and removed 181 dead-ended cables totaling 20,130 feet and 5,234 lbs of cable. The team also corrected 2,413 discrepancies.

Combat Systems Department completed all phases of the IDTC, demonstrating the requisite expertise in all mission areas achieving an M1 rating during JTFEX. In May, HARRY S. TRUMAN became the first Atlantic Fleet CVN to achieve full accreditation for the Unclassified and Classified Local Area Networks.

Other notable accomplishments throughout the year include:

CS1 Division. Telecommunications (CS1) Division provided communications support for COMCARGRU TWO, COMCARGRU FOUR, COMDESRON 22, CVW 3, and associated aviation squadrons. In November the division achieved a rating of B1 (highest score) in the area of Information Warfare (IW) during JTFEX. The division also received a score of 100% on a Comprehensive Communications Assessment (CCA) as graded by COMCARGRU TWO.

CS2 Division. The Information Resources (CS2) Division embarked on an aggressive program to implement "REAL SECURE" and reach full Information Assurance Vulnerability Assessment (IAVA)/B

compliance. Their efforts improved significantly the overall operation of installed networks and reduced the potential of outside attacks.

CS3 Division. The Resources (CS3) Division completed the installation of the GOTS-Delta Software package installation. In addition, the team procured and installed over 500 individual computer workstations. These workstations were earmarked to replace antiquated and obsolete equipment. The division replaced, with the assistance of the manufacturer, all the CLASS III and CLASS IV XEROX machines on the ship.

CS4 Division. The 3M/DC (CS4) Division managed 28 work centers in the completion of 6785 maintenance checks, resulting in a 97 percent departmental PMS completion rate. The division also implemented 3M 301 Written/Practical tests and a 3M 303 Practical test, qualifying over 100 personnel, leading to the highest overall grade for the Command on the 3M Inspection. The Damage Control Team, again made up from TAD assets from the Department, completed 1197 maintenance checks in 165 spaces, on more than 1064 pieces of equipment resulting in a 98 percent completion rate. Finally, CS4 Division implemented the DCPO Step CD into the DCPO PQS, qualifying 103 personnel as DCPO.

CS5 Division. The Data (CS5) Division Display Technicians replaced 21 CRTs for OJ-451 display consoles and expertly groomed all display consoles and the Radar Distribution Switchboard in preparation for the Combat System Readiness Assessment, that ultimately lead to a Departmental score of outstanding.

The display technicians also corrected a major design flaw with the command table. They spent 150 man-hours trouble-shooting and repairing the command table, which resulted in the development of new trouble-shooting procedures to increase the operability of the command table from 75 percent to 95 percent.

The ACDS Link technicians expertly corrected a bad shipyard installation that occurred when the Link-11 equipment was relocated from Switchboard Room #2 into Radar Switchboard Room #1. Their diligent efforts made it possible to locate numerous installation problems and restore the ship's Satellite Link-11 capabilities. Link technicians spent 125 man-hours trouble shooting and researching ships wiring diagrams to correct the problem.

Computer/peripheral technicians corrected numerous navigational data input problems resulting from the replacement

and upgrade of the ship's WSN-7 gyro. Technicians spent 98 man-hours trouble-shooting and assisting CS-6 in the correction of the navigational input problem to the Command and Control Processor, and ACDS.

The Carrier Tactical Support Center (CV-TSC) was upgraded from the AN/SQQ 34A(V)4 to the AN/SQQ 34A(V)5, which involved the removal of 95 percent of the old equipment and the installation of 28 new pieces of equipment. The new system is now network-based and is interoperable with C4I, and the Advanced Combat Direction System (ACDS). Upgrades were also made which changed the Fast Time Analyzer System (FTAS) to a Multi-Sensor Analysis System (MSAS); integrating the standalone AN/SSN-7 into an existing workstation; installing the Real Time Sensor Data link (RTDSL); providing automated tactical command voice logging capability; migrating the Tactical Subsystem components towards IT-21; and installing a large format printer.

Technicians incorporated configuration changes that allowed the ship's 23 TV system to display imagery. The division also installed numerous software upgrades to include the NITES start up patch, The METCAST 1.44.0.1 PATCHED, JMV 3.6.0.1 and the N2JMP 3.2 OP5.

The division also maintains its reputation of having the best Micro/Miniature and Modular Test and Repair Facility in the Atlantic Fleet by making 309 repairs, which averted 70 CASREP's and saved the government an estimated \$723,999.41. Their reputation led to their selection as test platform for the TF-500/HS-300, which allows the removal multi-pin ball grid array/surface mounted devices providing them the ability to repair AEGIS circuit cards and electronic modules.

CS-6 Division. The Ship's Surveillance and Control (CS6) Division also completed several significant maintenance actions. The AN/SPS-48 RADAR suffered an antenna casualty where a signal halyard became entangled in the auxiliary antenna, tearing it off and allowing it to bounce off the antenna array several times. The resulting damage destroyed the antenna. FTSC/LANT and ship's force technicians replaced the antenna during less than ideal weather conditions. Further hampering the efforts, the new antenna was defective which led to another program to remove the antenna in order to complete the replacement of the antenna pedestal.

CS-7 Division. Ship's Self Defense (CS7) Division completed three successful NSSMS MISSILEXs to include a dual salvo stream raid. The team also completed 8 successful TDU shoots, 44 PAC

Fires, and 57 detect-to-engage tracking exercises. Their administrative prowess was also demonstrated by the completion of the Explosive Ordnance Handling Program with a grade of excellent. The completed thirty-one flawless NSSMS missile uploads, and numerous movements of CIWS 20mm ammunition.

The maintenance personnel performed several major repairs throughout the year to include Replacing the Main Wiring Harness in CIWS Mt 21, Replacing the Ammunition Drum Entrance Unit CIWS Mt 22, the IMA level repair of Ammunition Drum, Scoop Disk Cam Pin in CIWS Mt 22, the IMA level repair of sheered Cam Actuator Bolts in Ammunition Drum in CIWS Mt 22, replacing the Air Drive Motors in CIWS Mt 22 and Mt 23, replacing the Rear Gun Housing in CIWS Mt 24, replacing the Waveguide Duplexer in MK23 Target Acquisition System, replacing 4 Transmitter Klystron power amplifiers in NSSMS 1B, 2A, and 3A(2), 4 Transmitter Filter/Rectifier assemblies in NSSMS 1A, 1B, and 3A(2), and 3 Transmitter Liquid Cooler Pumps in NSSMS 2A, 2B, and 3A.

DECK DEPARTMENT

Haze grey and sitting at Norfolk Naval Shipyard for the start of the New Year 2002. HARRY S. TRUMAN was finishing up an intensive PIA period.

In contrast, February 2002 began with excitement in the air as HARRY S. TRUMAN looked forward to departing the shipyard, returning pier side Norfolk Naval Station, and becoming operational again. It was this month that reminded HARRY S. TRUMAN'S crew of the slogan "Haze Grey and Underway," and indeed gave it new meaning. HARRY S. TRUMAN, the "Give 'Em Hell" warrior embarked on an arduous, fast-paced training/work-up schedule leading to her Mediterranean 2002 - 2003 deployment. For Deck Department, it had been a long six months without performing the usual seamanship and replenishment evolutions. On February 23rd that all changed when Deck Department took in all lines as HARRY S. TRUMAN set sail for Sea Trials. Deck personnel shook off the dust of operational idleness and took their rightful place alongside HARRY S. TRUMAN's Elite. Deck superbly performed three boat handling/man overboard recovery drills, two anchoring evolutions, and one abandon ship familiarization exercise. It was a busy three days, but as always, Deck Department led from the front.

March 2002 proved to be even more demanding as the ship found herself at sea again, this time for 30 days; the longest HARRY S. TRUMAN had been underway since returning from her maiden Mediterranean deployment of 2000 - 2001. HARRY S. TRUMAN

was underway with Afloat Training Group observers on board to be evaluated in the CART II at sea phase of IDTC. Once again, Deck would showcase its talents by successfully completing a precision anchorage, a deep-water anchorage, sending/receiving fuel and cargo, and emergency break away procedures. As the outstanding record indicates, deck performed all evolutions safely, timely, and professionally. After the February and March underway periods, the department had performed many of the seamanship evolutions postponed by the yard period; thus, we could proudly state that deck was back in the saddle of high performance.

April and May provided the first chance for our young Sailors to experience the great routine we all know as "Liberty Call" in a location other than homeport. Concluding the first phase of TSTA I/II was a visit to sunny Fort Lauderdale, Florida to support the Broward County Days and Fleet Week. Before we could enjoy such a wonderful event Deck was called to arms again with the challenge of painting out the ship's side. We spent four days to complete the paint-out of the entire ship, 170,000 square feet worth. The pride and dedication deck displayed was immeasurable.

May also became a pivotal point in Deck's 2002 history. We had a change of command within the department. LCDR Sylvester Moore reported on board to relieve LCDR Eric Smith as the First Lieutenant. Needless to say, LCDR Moore hit the deck plates running and has not looked back. It seems as though his change of command was contagious as Commander Carrier Group Two and Commander Naval Air Force, U. S. Atlantic Fleet's changes of command were held on board HARRY S. TRUMAN. Once again Deck Department flexed its muscles and experience by giving the fo'c'sle a complete face-lift as COMCARGRU TWO elected to have his change of command no other place than where the heart of the ship resides.

June and July marked the first instances when the new COMCARGRU TWO, Rear Admiral Stufflebeem, saw the Navy's finest Deck Department at work. As we concluded the second phases of TSTA I/II, and participated in training the different air wings with carrier qualifications, deck performed with razor sharp precision. We saw no liberty ports these months but the fun was to be had at sea. This period was especially important due to the fact that this was the last underway period in which we had to perfect all evolutions before COMPTUEX and JTFEX.

As HARRY S. TRUMAN set sail for TSTA III and FEP in August; COMPTUEX in September, Deck Department was the first to be

evaluated by conducting a man overboard drill and a precision anchorage. Leaving the seamanship exercises behind, Deck moved ahead to its trademark Carrier profession - Replenishments-At-Sea, flawlessly performing seven Underway Replenishments (UNREP) during the month of September. Yet, the culmination of COMPTUEX provided an evolution not seen by many of our Sailors, a liberty port requiring an anchorage point eight nautical miles from fleet landing in Key West, Florida. The event proved to be challenging as we had to launch boats, moor a stern barge, and run force protection boats and liberty launches. To top it off, three hurricanes threatening HARRY S. TRUMAN's safety caused an emergency SORTIE which led to Deck Department getting the ship underway with less than seventy per cent manning.

Now, it was on the way to homeport to prepare for a "Friends and Family Day Cruise." Deck Department worked tirelessly for two days touching up the ship's sides as we put our best foot forward, making a lasting impression on many of guests who participated in the day's event.

JTFEX was the last underway before the much anticipated Med 2002 - 2003 Deployment. In a period of two weeks, we performed four refueling UNREP, two connected replenishments, and one ammunition cross-deck. As you can see we were stock piling in preparation for deployment. The ammo cross-deck was key, as it made us the "Ready Carrier." Upon return to homeport HARRY S. TRUMAN went into POM stand-down period, allowing its Sailors a well-earned vacation prior to a scheduled six months deployment. Deck Department took advantage of the less busier than normal days to paint the ship one last time. On 5 December 2002, Deck Department single up and took in all lines for the last time from Naval Station Norfolk in the year of 2002. HARRY S. TRUMAN with her sides glossing, anchor slightly swinging, went forth to protect freedom and fight the ensuing war against terrorism.

DENTAL DEPARTMENT

The year 2002 was another outstanding year for HARRY S. TRUMAN's Dental Department. We continued to provide comprehensive high quality dental care for our shipmates and embarked squadrons. Process improvements in all functional areas of the Dental Department resulted in Dental readiness maintained above 98 percent. Streamlining of the Dental recall and treatment appointments increased productivity by 25 percent. Dental procedures reached 46,537 for over 8,706 patients, which is an increase of 62 percent, an all time high. The department staff is made up of five officers and 15 enlisted. CDR Matthew Herzberg assumed the position of Department Head from CDR Kevin

Flynn in July 2002. The Department Leading Senior Chief Petty Officer is DTCS Louis V. Ferraro.

The Dental Department's pre-deployment Dental Readiness Inspection (DRI) was awarded a grade of outstanding. The (DRI) inspection was conducted by Captain R. L. Wren. Here are some noteworthy comments in his after action report. CDR Herzberg and his entire staff are to be commended. All clinical spaces were well maintained and organized. Operational dental Readiness improved from 96 percent to 98 percent, exceeding goal by 3 percent.

The prosthetic laboratory continued to produce crowns, bridges and removable dental appliances of the highest quality. Consistent accolades in patient feedback forms emphasized the customer satisfaction enjoyed by the crew. It performed 1,484 laboratory procedures. Dental health readiness of class one patients was raised to 36 percent with 2,117 dental cleanings performed on the crew. Additionally, 1,228 patients were seen and treated for oral and maxillofacial surgical needs.

The department prepared itself in all areas for the upcoming 2002/2003 Enduring Freedom Deployment. The department maintains an inventory of over 300,000 dollars in dental supplies to ensure patient care in the areas of General Dentistry, Oral Surgery, Endodontics, Prosthodontics and Preventive Dentistry.

The Dental Department also supported the ship's mission in many other ways; becoming a command leader in PRT results, PQS, 3M and DC. Its members superbly augmented the Medical Department as providers during General Quarters, mass casualty drills, medical response teams, manning Battle Dressing Stations and coordinated ship's walking blood bank. LT Trippe also provided numerous ship tours for distinguished visitors such as Bruce Willis and former President George Bush while underway and in port.

The Dental Staff also enjoyed enlisted promotions through the Command Advancement Program and the Navy wide advancement exam. The Dental Department advanced two First Class Petty Officers and one Second Class Petty Officer. The staff also continued to be recognized through Department's Sailor of the month program and Command's Sailor of the quarter program.

ENGINEERING DEPARTMENT

The Engineering Department consists of seven separate divisions: Auxiliaries (A-Div), Electrical (E-Div), Damage

Control (DC-Div), Maintenance and Material Management (3M Div), Maintenance Support Center (MSC Div), Quality Assurance (QA Div), and Repair (R-Div). Three Principal Assistants oversee the operation of these divisions for the Chief Engineer: the Auxiliaries Officer (A and E), the Damage Control Assistant (DC), the 3M Officer, and the Ship's Maintenance Manager (MSC, QA, and R). The Ship's Maintenance Manager also manages the Battle Force Intermediate Maintenance Activity (BFIMA), which provides repair support to ships in company using the capabilities of shops in Combat Systems Department, AIMD Department, Deck Department, as well as Engineering Department and others as required.

Major Projects. A Division's major projects included the rebuilding of 8 Air Conditioning Saltwater Pumps, Class "B" overhauls of 12 Fire and Flushing Pumps and 1 Chill Water Pump, overhaul of #1 ship's A/C plant, responding to the numerous Trouble Calls, and oversight of the incinerator room upgrade by contractors during PIA02.

E Division. E Division's major projects included the installation and wiring of 8 compressed melt units which included 2 prototype units, the rebuild of 2 Air Conditioning Units after class 'C' fires, responding to numerous trouble calls and the rewinding of many battle group motors.

DC Division. DC Division's major projects were: On loading and inventory of Chemical, Biological, and Radiological Defense (CBR-D) gear from returning forward-deployed units; Hydrostatic testing of 1500 Self-Contained Breathing Apparatus (SCBA) bottles; Cleaning and repair of 150 Fire Fighter's Ensembles (FFEs); Gas free engineers (GFEs) supported close-out inspection on more than 200 tanks and voids opened during the PIA; GFE were responsible for testing 173 tanks and voids for repairs, replacement of equipment, cleaning and inspections; Implemented and trained a Biological Warfare (BW) response team; Implemented the Operating Space Item Management System (OSIMS) for repair locker inventory management.

Installed new syncros within the steering systems thus removing suspected problems with the steering system. Installed new components and groomed the wind speed and direction system ensuring 100 percent operability. Rebuilt the #1 Air Conditioning Motor after class 'C' fire Rebuilt the #8 Air Conditioning Motor Controller after class 'C' fire.

Overhauled and performed modification to 8 Air Conditioning Units ensuring their successful and continued operation.

Repaired Load Center #12 after class 'C' fire. Removed and installed 2 Fire Pump Motors. Reconfigured the aft O2N2 heater to operate with 1 less heater ensuring the continuous production of O2. Installed numerous new galley equipment increasing crew messing capabilities and morale.

Manufactured and installed voltage step down system for EOD diver's trailer to allow for full trailer capability. Rewound numerous Shipboard and Battle group motors. Damage Control Division performed the following major accomplishments:

Maintained equipment to ensure all damage control equipment was fully operational to support the organization.

Established a single point of contact from the Air Wing to facilitate ship-to-air wing training and maintenance.

Completed certification for 20 AFFF stations.

Successfully completed CART, TSTAs and FEP during the training cycle.

Trained 10 Repair Lockers, 25 Unit lockers, 10 Inport Emergency Teams and 1 At-Sea Fire Party.

Performed 37 General Quarter drills involving the entire crew and embarked air wing squadrons in all phases of damage control.

HARRY S. TRUMAN is at the forefront in the development of Chemical and Biological Warfare defense. In conjunction with the Navy's Biological Development Research Directorate, HARRY S. TRUMAN sponsored two days of formal training for seven of the battle group warships to provide the latest technology to combat a BW threat.

3M Division. 3M Division incorporated the 3M Spotlight Program that improved the entire 3m process throughout the ship. This was instrumental in the ship developing its Ship's Force Work Package (SFWP) for the PIA. Automated and updated procedures for zone inspections adding Safety dept and DC Division ensuring that all discrepancies are repaired in a short period of time.

The Zone Inspection Discrepancy Lists (ZIDL) distribution processes was completely automated. Safety and damage control discrepancies are now corrected within 24 hours. All ZIDL's are distributed to Departments on the day of the inspection.

QA Division assisted AIMD with a radiographic shoot of an F-14 aircraft and in assisting in the design and manufacture of a hydraulic lifting tool to repair an F/A-18 aircraft.

MSC Division supported the ship's mission by procuring technical documentation such as drawings and technical manuals for all facets of shipwide maintenance. In addition our Customer Service Technicians provided assistance to shipboard personnel with locating parts, APL's and other Logistics.

QA Division

Reviewed/issued 48-controlled work packages in support of Level I valve repair.

Reviewed/issued 6-controlled work packages in support of Nuclear Level I valve repair.

Reviewed/issued 7 controlled work package and provided NDT support for the cutout and replacement of 9 Level I valves.

Reviewed/issued 1 controlled work package and provided NDT support for the cutout and replacement of 4 P1 catapult steam drain valves.

Reviewed/issued 4 controlled work packages in support of replacing Nuclear Level I valves.

Reviewed/issued 1 controlled work package and provided NDT support of high pressure hydraulic piping repair to port RHIB boat davit.

Reviewed/issued 1 controlled work package and provided NDT support of high pressure hydraulic piping repair to #1 JBD.

Reviewed/issued 1 controlled work package and provided NDT support of high pressure hydraulic piping repair to #3 catapult.

Reviewed/issued 1 controlled work package and provided NDT support of high pressure hydraulic piping repair to USS BRISCOE DD977.

Performed more than 100 Quality Assurance Surveillances.

Performed 5 radiographic inspections of qualification welds thus qualifying 5 welders.

Provided 100 hours of QA training to more than 1500 personnel.

MSC Division. During 2002, HARRY S. TRUMAN's Maintenance Support Center (MSC) provided superb customer service. Accomplishments include:

Customers served: 3734/4100

Supply requisition verifications: 2965/3113

Aperture Cards received: 4200/0

Drawings received: 76/48

Technical manuals received: 129/135

Technical manual changes: 317/325

Configuration changes: 2466/2121

Problem worksheets processed: 337/725

COSAL Feedback Reports processed: 15/100

Average customer waiting time (minutes): 13/11.5

Man-hours expended for customer support: 52,542/56,987

Special Program Accomplishments. During 2001, the ship's Maintenance Material and Management (3-M) Division accomplishes the following:

3-M CSMP work center audits: 487/434

3-M Spot Checks: 6,432/8324

3-M feedback reports forwarded: 97/104

3-M feedback reports closed: 80/98

3-M PMS checks completed: 338,526 /340,624

3-M PMS Recorded Accomplishment Rate: 96.7 percent/97.2 percent

Repair Division

Battle Force Intermediate Maintenance Activity processed 15-work requests for 230 hours of work saving \$100,000 during COMPUTEX and Deployment utilizing three flyaway teams and ship-to-shop refurbishment.

R-Division trouble call program documented and corrected 4,560 trouble calls on various habitability systems with approximately 16,000 man-hours expended. 91 percent of trouble calls completed within 48 hours of reporting.

Ship Fitter Shop performed emergent replacement and welding of #1 Jet Blast Deflector return hydraulic piping to allow uninterrupted flight operations during COMPTUEX. This was accomplished and retested in less than 10 hours between flight operations.

Pipe Shop performed numerous time critical brazes to ship's air compressors, air conditioning plants, radar, and emergency diesel cooling water-piping systems. Including emergent repairs to number 14 and 15 Fire Pumps 8 inch discharge pipe, the shops quick turn-around of repairs restored vital cooling water to number 2 and 3 main propulsion shafts inflatable shaft seal and the aft Refrigeration units.

The Sheet Metal Shop conducted shipyard repairs; welding in 4 level 1 high pressure steam valve replacements and 2 main engine lube oil piping repairs significantly improving the material condition in #1 Reactor Auxiliaries Room. Completely redesigned and renovated COMDESRON 22 Conference Room with less than 12,000 dollars in material cost in two weeks. Stepped in and completed the Ready Room 10 conversion when outside contractors failed to deliver on time. Additionally the shop designed and performed the installation of the EOD work center facilitating a cost avoidance of 25,000 in contractor fees.

The Sheet Metal Shop designed and manufactured a fuel pod storage rack for Carrier Air Wing THREE, F/A 18 Squadrons to use on the flight deck facilitating quick-change outs and increased pod service life.

The Carpenter Shop superbly remodeled COMDESRON 22 Conference Room table and 110 square feet of counter space. Rehabbed several cabinets including CRMD crew's computer and TV lounge, PR shop tabletop and manufactured 50 gun qualification targets.

Repair Divisions flyaway team repaired USS BRISCOE (DDG 977) controlled reverse pitch propeller (CRP) hydraulic and high-pressure compressed air system piping. The Machine Shop performed a ship-to-shop depot level repair of a distillate pump motor by manufacturing a new shaft assembly in tow days significantly improving Briscoe's fresh water production

The Pipe Shop rigged out and installed two \$85,000 CHT pumps and finished ship alteration installation of 3 electric hot water heaters systems. Improved habitability by replacing 30 saltwater reducing and relief valves, 300 plumbing fixtures and facilitated the chemical cleaning of all 12 CHT piping zones.

The machine shop completed mission critical DEPOT level repairs to Number One Main Engine Throttle control system by machining and assembling a replacement threaded shaft.

LEGAL DEPARTMENT

The Legal Department's primary mission in 2002 was to provide legal services to the command and crew in the form of legal counsel to the Commanding Officer, administration of military justice, directing and reviewing command investigations, coordinating the command tax program and providing legal assistance as requested by the crew. In addition, the Legal Department continued to prepare powers of attorney while deployed and administered the Liberty Risk Programs in preparation for each port visit.

Military Justice. In 2002, 706 report chits were processed. Of the 706 personnel processed for Commanding Officer's Non-Judicial Punishment, 314 received punishment from the Commanding Officer, 79 were dismissed by the Executive Officer at Executive Officer's Investigation, and 313 were handled at the department level. The Legal Department prepared and processed 66 Summary Courts-Martial, 25 Special Courts-Martial, and 7 General Courts-Martial.

Investigations. The Legal Department directed 706 Preliminary Investigations and 12 Line of Duty Investigations.

Administrative Law. The Legal Department processed 92 Other Than Honorable administrative separations, 47 other administrative separations and 5 personnel were processed for administrative separation but were retained. There were 13 Military and Civilian Personnel Claims forwarded for consideration. Three Foreign Claims were adjudicated while in overseas liberty ports.

Legal Assistance. The Legal Department assisted more than 2,419 crewmembers in various legal matters including contract disputes, Soldiers and Sailors Civil Relief Act issues, Landlord/Tenant disputes, various estate planning tools and tax services provided. More than 1,434 powers of attorney were prepared and notarized and 300 miscellaneous notary services were provided.

Tax Assistance. The Legal Department provided electronic tax filing program that assisted more than 375 HARRY S. TRUMAN Sailors. The Program refunded more than \$317,00 to crewmembers while saving them more than \$26,000 in preparation and filing fees.

Liberty Risk. Along with the Command Master Chief, the Legal Department processed more than 115 cases for liberty risk consideration for the first two ports on the 2002 Mediterranean cruise.

Medical Department

HARRY S. TRUMAN's Medical Department underwent significant personnel changes, particularly with its senior leadership, in 2002. During the February to September 2002 timeframe, HARRY S. TRUMAN obtained a new Senior Medical Officer, Surgeon, General Medical Officer, Nurse, Clinical Psychologist, Medical Administrative/Radiation Health Officer, and Leading Chief Petty Officer. Despite a near complete "changing of the guard," HARRY S. TRUMAN's Medical Department experienced another banner year.

The Medical Department underwent a successful Medical Readiness Inspection (MRI) with an overall score of 92 and a Birth Month Medical Surveillance Inspection (BMMSI) score of 97.7 percent. HARRY S. TRUMAN's Radiation Health program remained top-notch as well. This program was lauded as being "Very Effective" during the July 2002 Operational Reactor Safeguards Examination (ORSE). HARRY S. TRUMAN's Radiation Health Office experienced a 100 percent turnover with a new Radiation Health Officer and two new Radiation Health Technicians reporting aboard.

HARRY S. TRUMAN's Medical Department also experienced quite a bit of individual success as well. HM2 Martin Fajardo was selected for a Medical Service Corps commission. Nine Corpsmen were advanced, including one new Chief Petty Officer and two through the Command Advancement Program (CAP). The department also had three of its Sailors selected as the Command Sailor of the Quarter/Junior Sailor of the Quarter. For professional

accomplishment, Medical had four officers obtain the SWMDO designation; as for the enlisted staff, the department had four new ESWS and one EAWS.

As HARRY S. TRUMAN completed its shipyard stint shipyard and commenced its pre-deployment work-up cycle, the Medical Department shattered all of its workload measures from the previous year. As the ship set sail on her second deployment on 5 December, the Medical Department immediately commenced vaccinating nearly 5,500 ship's company and air wing personnel with the Anthrax vaccine. The department also received a biosafety hood and polymerase chain reaction (PCR) machine for the detection and identification of biological agents. HARRY S. TRUMAN's Medical Department stands more than ready to fulfill its role in supporting the HARRY S. TRUMAN Battle Group's war on terrorism.

A few of the Medical Department's workload measures for 2002 are provided below:

Outpatient Visits	18,775	Optical Fabrications	980
Physical Exams	1,181	Audiograms	3,689
Flight Deck Screens	2,187	MEDEVACS, Incoming	18
Surgeries	113	MEDEVACS, Outgoing	28
Ward Admissions	48	Specialty Referrals	665
Avg. Stay (Days)	1.8	Accident/Injury Reports	337
X-Ray Exposures	2,412	Pregnancies	103
Lab Procedures	22,999	SARP/CAAC Screenings	165
Pharmacy	13,043	SARP/CAAC Classes	52
Prescriptions			
OTC Medicine	8,765	PPDs Administered	2,187
Requested			

NAVIGATION

Sea and Anchor Details: 38
 Restricted Water Transits: 8
 Anchorages: 8
 Underway Replenishments: 26
 Total Miles traveled: 42,719
 Days Underway: 186

OPERATIONS DEPARTMENT

2002 was an outstanding year for Operations Department. As the yard period drew to a close and the work-up cycle began, the vast areas of expertise displayed by our Ops Warriors amalgamated, playing an aggregate role in the successful efforts

of the HARRY S. TRUMAN/CVW 3 team. The complex endeavors undertaken by each of our six divisions paid off at the end of JTFEX, when the USS HARRY S. TRUMAN (CVN 75) was certified as a competent war-fighting machine.

OA Division. Throughout the course of 2002, OA Division generated more than 3000 environmental forecasts, summaries, and briefs in support of HARRY S. TRUMAN Battle Group warfare commanders, staffs, ships, and squadrons. These productions included: flight, strike, navigation, underway replenishment, and weapons exercise briefs; Terminal Aerodrome Forecasts (TAFs); Tactical Atmospheric and Tactical Oceanographic Summaries; TLAM forecasts; and daily 72-hour weather forecasts. These timely, accurate forecasts were instrumental in the completion of the IDTC (TSTA I/II/III, COMPTUEX, and JTFEX), and the many Carrier Qualification (CQ) detachments conducted by HARRY S. TRUMAN.

Hurricane Lili cut short our post-COMPTUEX port visit to Key West, FL by one day as it passed south of Cuba. Lili generated moderate winds and high seas in the Florida Strait, which made small boat and barge operations very hazardous. Although Lili was a difficult tropical cyclone to forecast, our AGs accurately predicted the winds and seas, and the need to sortie early prior to pulling into Key West.

OA Division took the lead on the Norfolk waterfront for the incorporation of space weather forecast products into daily battle group operations, including HF and UHF SATCOM Point-to-Point forecasts, GPS accuracy, and scintillation effects on UHF SATCOM.

This past year also was a year of achievements in OA Division as our Sailors continued their professional development. AG3 (AW/SW) Warren was advanced to 3rd Class Petty Officer. AG1 (AW) Wagner, AG3 (AW) Acres, AG3 (AW/SW) Warren, AG3 (AW/SW) Thomas, and AG3 (AW) Porter earned their Enlisted Air Warfare Specialist (EAWS) pins. AG3 (AW/SW) Thomas and AG3 (AW/SW) Warren also earned their Enlisted Surface Warfare Specialist (ESWS) pins. AGC (AW/SW) Dennis became the only chief on HARRY S. TRUMAN to qualify and stand watch as Junior Officer of the Deck (JOOD) (Underway). LCDR Sopko qualified and stood watch as one of the four TAOs on HARRY S. TRUMAN. He also had the honor of reenlisting AGC (AW/SW) Dennis, while CAPT Groothousen reenlisted AG3 (AW) Acres. (Congratulations to both for choosing to "Stay Navy!") During 2002, OA Division also welcomed several new personnel to the HARRY S. TRUMAN Team,

including AG1 Neurohr, AG1 Kotyk, AGAA Rutherford, AGAA Jones, AGAA Campbell, and AGAA Fenner.

All in all, OA Division is well prepared for the many challenges that lie ahead as HARRY S. TRUMAN goes forth in support of Operation Enduring Freedom.

OC Division. Carrier Air Traffic Control Center (CATCC) had a successful year controlling more than 4,500 Case III approaches in support of carrier work-ups, CNATRA, and Fleet Replacement Squadron Carrier Qualifications. CATCC also assisted with 8,580 day fixed-wing traps; 3,440 night fixed-wing traps; 508 day helo landings; and 218 night helo landings. The division achieved an advancement rate of 70 percent and amassed more than 110 position qualifications during our highly complex operations.

OI Division. HARRY S. TRUMAN steamed out of Norfolk Naval Ship yard in February after completing its first PIA period. While docked in Portsmouth, the Combat Direction Center received numerous system upgrades. The Integrated Shipboard Information System (ISIS) installation replaced the familiar but antiquated status boards with two state of the art 42-inch flat panel plasma displays. An additional Tactical Action Officer command table - complete with a robust communication suite - was also installed to support the Air Resources Element Coordinator (AREC), Coalition Wide Area Network (COWAN), and CDC Watch Officer stations.

After a four-day sea trial period in March, CDC conducted Flight Deck Certification and numerous Carrier Qualification periods. OI Division's strike controllers were always ready, providing support to the Fleet Reserve Squadrons and CNATRA training squadron. During CART II, Afloat Training Group Atlantic embarked and conducted a rigorous and extensive audit of divisional training records while assessing HARRY S. TRUMAN's Combat Systems Training Team (CSTT). In May, a grueling 38-day underway period resulted in the completion of TSTA I and II, followed by a well-deserved port visit in Ft. Lauderdale, FL as part of Broward County Navy Days/Fleet Week. While many enjoyed liberty, numerous OI Division personnel were also hard at work supporting the television special "A National Salute to the Military," filmed on the flight deck. The Division also had strong representation at the Lockheed Martin Combat Systems Interoperability conference, helping to groom our systems for deployment.

From August through September, HARRY S. TRUMAN was underway in the Puerto Rican Operating areas conducting COMPTUEX.

Unfortunately, tragedy struck the HARRY S. TRUMAN team, as VS-22's Vidar 705 was lost at sea. OI Division's SAR planning team and Sea Combat Air Controllers (SCAC) fully supported an extensive 3-day search and recovery effort.

OI Division remained highly motivated throughout the IDTC, conducting a total of nine CIWS PACFIRE evolutions, two CIWS TDU shoots and four NATO Sea Sparrow (war shot) missile firings during three separate live-fire exercises. The last of these exercises being a two-salvo shoot against multiple targets for direct kills. Additionally, the Division successfully passed all major phases of the IDTC (TSTA I/II/II, FEP, C2X and JTFEX) with an overall AW mission area score of M1. Each scheduled exercise, or evolution, was conducted using strict compliance to all safety procedures resulting in zero injuries or incidents. In early October, we assisted in an extensive ammo on-load from the USS JOHN F. KENNEDY (CV 67). In late October to early November, HARRY S. TRUMAN completed a highly successful JTFEX in the Cherry Point Operating Area, the final step in preparation for the December deployment in support of Operation Enduring Freedom.

Coinciding with our support to numerous technical and material condition improvements, OI Division took full advantage of the many training opportunities offered at Fleet Combat Training Center (FCTCLANT) Dam Neck and other area training commands. Schools attended by OI Division personnel included: Enlisted Tactical Applications, Ship's Weapons Coordinator, Sea Combat Air Controller, Air Intercept Controller, Air Intercept Controller Intermediate, Global Command and Control Systems-Maritime Operator, Global Command and Control System-Maritime Watch Officer, Instructor Training, Track Data Coordinator, Tactical Data Link Systems (TDLS), Battle Group Multi-TDL Team Training (BGMTT), SYS-2/IADT, ACDS Block 0, AUTOID, SAR Surface Ship, and the Radar Navigation Team Trainer. OI Division Sailors continued to pursue higher education by taking advantage of the command's PACE courses and those offered at local area colleges.

OM Division. The OM division had a very busy year in 2002. During the PIA period, the ASW module received an extensive update to the Multi-Sensor Analysis System (MSAS) and spent more than 5,000 man hours in assisting the installation of this new hardware. Legacy equipment in ADP was removed to make room for a \$200,000 Sea Combat Commander planning cell upgrade. When not modifying spaces, module personnel completed Acoustics I, II, and Oceanography courses of instruction.

Upon the completion of sea-trials, OM Division began the basic phase of the IDTC (TSTA I/II) where senior Divisional personnel were active members of HARRY S. TRUMAN's Combat Systems Training Team (CSTT). All required exercises were completed with scores well above fleet average.

OM Division then participated in COMPTUEX and JTFEX where four ASW Competitive Exercises (COMPEXs) were conducted, all with scores above 90 percent. OM Division also integrated with CCG-2 Staff and DESRON 22 during numerous ASW and MIO exercises. The Division also received training from embarked Minesweeping personnel on new GCCS-M mine hunting software.

Following the loss of Vidar 705, the ASW module was called upon to assume duties as the battle group's Search and Rescue Mission Coordination (SMC) fusion center. Divisional personnel were instrumental in directing the two-day search and recovery effort.

During the pre-deployment POM period, the module finished the Systems Verification Operational Test (SOVT) thus certifying the restructured module for combat operations. Deployed, the module was responsible for Mediterranean Submarine Water space management. Most importantly, OM Division personnel assisted the DESRON 22 in numerous high interest Maritime Interdiction Operations in support of the global war on terrorism.

The OM Division had a number of advancements this year, including one first class, three-second class, and three third class petty officers. Four personnel received their warfare qualification/re-qualifications, and three personnel re-enlisted. Divisional tactical qualifications included one Watch Officer, two Watch Supervisors, and three TAC III operators.

OW Division. Early in 2002, as HARRY S. TRUMAN concluded PIA 01, the initial focus of OW Division was getting the Information Warfare Systems operational after months of inactivity in the yards. Electronic Warfare (EW) Technicians worked long hours testing Electronic Support and Electronic Attack systems. Also during this timeframe, division personnel conducted underway electro-magnetic interference (EMI) testing and in port/underway post-availability testing as part of the Combat Systems Readiness Assessment (CSRA). During CSRA, OW worked with technical representatives to fine-tune maintenance processes. This collaborative effort complemented the schoolhouse training received by the EWs during the availability period.

In the spring of 2002, OW focused on the tactical aspects of Information Warfare, including EW Control Ship (EWCS) duties and responsibilities. Unit level training was emphasized during this basic phase of the IDTC. The Division completed a myriad of exercises designed to test watch team proficiency. Combat System Team Training evolutions evaluated the Division's ability to conduct module training for junior personnel. The ship-wide training exercises also tested the Division's ability to integrate EW with other war-fighting disciplines. Additionally, the division reviewed and rewrote all cognizant instructions and OPTASKs during this period to include the creation of HARRY S. TRUMAN's first ever EW Doctrine.

During the summer of 2002, OW Division completed the Intermediate and Advanced phases of the IDTC. Integrated training was emphasized and the Division's role as the Battle Group EW Control ship was crystallized. Additionally, the Division received accolades from warfare commanders for excellence in creating, populating, and maintaining tactical and strategic databases.

On 5 December 2002 HARRY S. TRUMAN (CVN 75) embarked on its second deployment. OW Division personnel included a mixture of second-cruise personnel and TAD personnel from the USS DWIGHT D. EISENHOWER. This group quickly solidified as a cohesive team.

Towards the end of 2002, as a possible war with Iraq loomed over our heads and tensions on the Korean Peninsula began to flare, OW Division was standing by, ready to defend democracy and make the world a safer place.

OX Division. OX Division includes two separate workcenters: Ops Admin and Strike Ops. Ops Admin is responsible for all administrative functions of the Operations Department, and Command Security. Strike Ops coordinates HARRY S. TRUMAN's logistical planning and scheduling, and all HARRY S. TRUMAN/CVW 3 operations.

From January to December, Ops Admin processed 17 officers and 52 Sailors -- both in-coming and out-going. Ops Admin also handled the numerous administrative tasks for the 180 personnel assigned to Operations, processing more than 3,000 pieces of correspondence, and maintaining the security clearances for more than 2,000 personnel.

During 2002, Strike Ops meticulously disseminated more than 300 Green Sheets and 19 Pink sheets that scheduled events ranging from HARRY S. TRUMAN's first yard period, its second

workup phase, and its second deployment. Strike Ops was also instrumental in the coordination of numerous air plans, load plans, and logistical issues while underway.

While in the Mediterranean Sea, Strike Ops orchestrated the ATO, which provided the Air Wing with the most up-to-date information and tasking from theater commanders. Strike Ops was able to incorporate the new TBMCS and ISIS systems during our workups, outperforming anyone's expectations. As Operation Enduring Freedom continues, Strike Ops looks forward to putting the ISIS and TBMCS systems to use in real world operations.

2002 was also a year of many accomplishments for OX Division. YNSA Davis, YN3 Davila, YN2 Chapman, Senior Chief Green, and LT Blanchard all received promotions. YN2 Davila succeeded YN1 Chapman as OX LPO, and YN1 Chapman was given the title "Command Security Clerk".

Ops Admin has provided excellent service to Operations Department, which has greatly benefited HARRY S. TRUMAN as a whole. We look forward to providing even better service in the upcoming year.

REACTOR DEPARTMENT

Reactor Department began 2002 in Norfolk Naval Shipyard, Portsmouth, Virginia. The Department was in the final phase of PIA 2001, conducting propulsion plant testing. Thanks to the hard work and innovative efforts of Reactor Department's Sailors, the PIA was completed ahead of schedule at a cost savings of \$10 million

We began the IDTC in March, supporting all at sea periods with power, propulsion and all other necessary services. We completed three Mobile Training Team assist visits between April and June, and an Operational Reactor Safeguards Examination in July. The Training Cycle culminated in the completion of the FEP in August and COMPTUEX in September, with our Blue Water Certification and designation as the "Surge Carrier." Many Reactor Department Sailors were able to spend a day at sea with their families and friends during our "Family and Friends Cruise" in October. We hosted almost 200 Naval Reactors engineers and their family members in this unique opportunity. After an intensive maintenance period, we completed the required pre-deployment JTFEX and a 30-day pre-deployment leave and upkeep period. Ports visited during the Training Cycle included Port Everglades, Florida and Key West, Florida. We deployed to the Mediterranean Sea on 5 December and enjoyed port visits in

Marseille, France and Souda Bay, Crete, where we were moored at year's end. During 2002, the ship steamed a total of 42,719 miles on nuclear power.

In May, LCDR Larry Scruggs assumed duties as Reactor Mechanical Assistant. In September, MMCM(SW/AW) Wayne Robbins assumed duties as Reactor Department Leading Chief Petty Officer, and in October, LCDR Jim Humphrey relieved LCDR Mike Pawlowski as Main Propulsion Assistant. In December, LT Rebecca Levack relieved LTJG Al Keneipp as Chemistry and Radiological Controls Assistant.

Notable visitors to the propulsion plant in 2002 included Former President George H. W. Bush and Admiral Frank Bowman, Director Naval Nuclear Propulsion. We were also glad to host Rear Admiral J. J. Quinn, Commander, Carrier Group Two, Rear Admiral "Boomer" Stufflebeem, Commander, HARRY S. TRUMAN Battle Group, and Rear Admiral "Yank" Rutherford, Commander, Carrier Group FOUR.

Ten Reactor Department Sailors reenlisted in 2002, earning combined Selected Reenlistment Bonuses (SRB) of \$244,737.22.

Eighteen new Officers reported aboard during the year, while 15 transferred. One hundred and eight enlisted personnel joined the Reactor Department Team, while an identical number (108) transferred.

It was another good year for qualifications, with 27 Sailors earning their Enlisted Surface Warfare qualifications and 10 earning their Enlisted Air Warfare qualification. Two Officers earned their Surface Warfare Officer designations. Nine officers completed their Nuclear Engineer Officer qualification, passing the rigorous examination administered by Naval Reactors. Reactor Department Sailors also completed a total of 787 different qualifications on propulsion plant watchstations. One Sailor was selected for the Seaman to Admiral 21 (STA-21) program and will transfer in late 2003. Five Reactor Department First Class Petty Officers were selected for Chief Petty Officer. They went through the Rites of Passage ceremony in September. Many Reactor Department Sailors were advanced in the March and September advancement cycles.

SAFETY DEPARTMENT

In 2002, USS HARRY S. TRUMAN's Safety Department continued to build on the strong safety and environmental protection practices established during the ship's inaugural IDTC and maiden overseas deployment. Key events this year included

completion of the ship's first PIA at Norfolk Naval Shipyard (NNSY) in February; successful execution of sea trials and a compressed IDTC from March to November; and, finally, departure in December on the ship's second overseas deployment. Undergirding HARRY S. TRUMAN's every success throughout 2002 was an abiding commitment by all hands to the practice of risk management in everything we do from the simplest to the most complex evolutions. The Safety Department has played an instrumental part in promoting the application of risk management to ensure the health and safety of our Sailors and Marines and the preservation of our material assets. The following bullets highlight significant safety department accomplishments during the year:

Aggressive Personal Protection Equipment (PPE) policy during inaugural PIA dramatically reduced head/face injuries and resulted in zero eye injuries during the availability; despite hazards of shipyard industrial environment, achieved 6 of the 7 safest months in ship's history for injuries to personnel.

Innovative shipyard environmental protection program designed to safeguard Elizabeth River ecosystem; targeted training for Deck and Air Department paint teams by NNSY environmental inspectors on lessons learned and best practices for containment methods resulted in more than 6,000 man-hours of external prep work and painting with zero incidents.

Sponsored a ship-wide drive to train all hands on risk management fundamentals through Operational Risk Management (ORM) University, a new online educational tool. With help from the Combat Systems department for Internet access, more than 4000 Sailors and Marines completed this training in less than four weeks while underway for COMPTUEX.

Integration of risk management in Sailors' daily routines coupled with a sustained emphasis on zone inspections, material condition, cleanliness, rapid correction of damage control and safety discrepancies, strict adherence to sound maintenance practices and procedures, risk management training continuum, and involved leadership resulted in dramatic reduction of personnel mishaps and injuries. As compared to the previous IDTC/deployment cycle, USS HARRY S. TRUMAN reduced injury rates for the ship/air wing team from an average of 54 per month to 36, a 33 percent improvement. Furthermore, the average number of lost workdays per month dropped from 133 to 44, a 70 percent reduction.

Produced four ship wide Safety Stand Downs that focused on topics such as Flight Deck Safety, Traffic and Motorcycle Safety, Environmental Protection, Electrical Safety, Hearing and Sight Conservation, and Operational Risk Management, promoting safety among the crew and enabling them to perform their jobs more safely and effectively.

Early and continuous involvement by Safety personnel in development, planning and execution, resulted in no incidents or injuries during the production of two nationally televised programs—ESPN's Navy Fitness Challenge and CBS's A National Salute to the U.S. Military, which included an audience of more than 4,000 on the flight deck at night; the staging and filming of flight operations for the Bruce Willis movie Tears of the Sun; two large changes of command; weekly DV embarks; and the first Friends and Family Day cruise conducted by a carrier post-9/11, during which more than 8,000 guests were safely hosted for 14 hours at sea.

SUPPLY DEPARTMENT

The Supply Department had a banner year in 2002, completing the maintenance availability and work-ups prior to commencing HARRY S. TRUMAN's second deployment in December. The logistics team continued to provide outstanding supply support to the divisions and embarked air wing of HARRY S. TRUMAN, achieving the highest level of readiness seen by a CV/CVN over the course of the last eleven COMNAVAIRLANT deployments. The services team ensured the best possible quality of life was provided to the crew, earning a fourth nomination in five years for the Captain Edward F. Ney Award for food service excellence and a fourth consecutive Ship's Store Best Sales and Services Award. The following senior management turnovers occurred in 2001:

LCDR Gene Hawks relieved LCDR Steve Kinskie as ASUPPO in April 2002

LT Darren McFall relieved LCDR Gene Hawks as PAS in July 2002

Detailed below are the specific historical facts per division:

S-1 Stock Control. Calendar year 2002 was an exceptionally outstanding year for the Stock Control Division (S-1). During this year, HARRY S. TRUMAN successfully completed the PIA ahead of schedule, COMPTUEX and JTFEX.

An Afloat Supply Management Assistance Team (ASMAT) visit was conducted on board USS HARRY S TRUMAN (CVN 75) from 22 - 25 July 2002. This visit was used as a guide to assist the Supply Department in preparations for supporting the ship and air wing during the upcoming deployment.

HARRY S. TRUMAN successfully completed carrier qualifications, which allowed the department to measure its capabilities in supporting CVW 3/TRUMAN team, embarked air wing and destroyer squadron staff. A contributing factor to the success of S-1 was the incorporation of the COMNAVAIRLANT support team, as well as Maritime Logistics Data Network (MLDN), Afloat Supply Department of the Future (ASDOF), and Defense Logistics Agency (DLA) Customer Support Representatives.

A Supply Management Inspection (SMI) visit was conducted on board during 23-25 September. Stock Control managed to successfully coordinate a port visit and end of year financial closeouts, while receiving a grade of 'Outstanding' in all areas. It was specifically noted that "S-1 Division has proven itself to be one of the strongest Stock Control/Financial/Customer Service operations on the waterfront." The Government Commercial Credit Card Program was identified as the model program for all East Coast carriers.

Stock Control experienced continuous changes in manning. Seven personnel were lost due to PCS transfer and five were transferred to another division. Gains to the division included four personnel from S-8, two from S-9, and four PCS check-ins. The division had six members promote throughout the year, including a new Chief Petty Officer.

S-2 Food Service (General Mess). The three-time Captain Edward F. Ney Award winning food service team provided exceptional food service support throughout the PIA period, numerous carrier qualification (CQ) detachment underway periods and the IDTC. Specific accomplishments included:

Deployment 02-03 - Outstanding preparations were made to ready HARRY S. TRUMAN for her second deployment. A comprehensive 55 day Subsistence Endurance Base (SEB) was created and all equipment was 100 percent operational prior to leaving on deployment. Each area within the Food Service Division was at the maximum state of readiness prior to deploying. Additionally, HARRY S. TRUMAN is the only Aircraft Carrier in the Navy that has been able to sustain the "all you can eat, 24-hour-a-day, feeding concept" both in port and underway.

Private Mess Consolidation - S2 Division assumed responsibility for all aspects of inventory and financial accountability, as well as food preparation functions for all private messes. A first on board an aircraft carrier, the merger has been a resounding success.

ASMAT II and Supply Management Inspection: The Food Service Division achieved a Type Commander "first time ever" grade of 'Outstanding' in every functional area during the Supply Management Inspection. Noteworthy comments included:

Training: Capitalized on Web based technology to develop a virtual resource center that provided training aids and publications for food service personnel. This high tech tool resulted in a 25 percent selection rate for Mess Specialist Petty Officers during the March 2002 exam cycle. The success of the training program resulted in COMNAVAIRLANT recognition as the future Mess Management Specialist training model for the Atlantic Fleet.

Cargo: Set a new standard in food service cargo operations. The efficiencies gained in receipt, stowage and breakout functions resulted in the COMNAVAIRLANT implementation of standardized cargo procedures throughout its activities.

PIA: All food service spaces and a majority of food service equipment during three extensive Enhanced Quality of Life (EQOL) visits vastly improved the Food Service Division's capabilities. During this maintenance period, HARRY S. TRUMAN volunteered to prototype \$3 million of subsistence stores on loads via outsourcing of civilian stevedores in support of ASDOF initiatives.

In port Maintenance Availabilities: The Forward and Aft chow lines were completely refurbished to support the "self service" feeding concept employed on board HARRY S. TRUMAN. New heating wells, serving rails, plexi-glass windows, service shelves, and awnings were installed.

JFS: The Food Service Division volunteered to laboriously prototype the Joint Food Service (JFS) cash sale automated accounting system, saving numerous administrative man-hours.

Special Events:

Served numerous monthly Holiday/Special/Heritage meals.

Performed 28 Ice Cream Socials for the crew.

Provided exceptional support during a Flight Deck Picnic on 27 October 2002. This picnic, termed "STEAK EX," showcased U. S. citizens from California who purchased and helped prepare high quality steaks for crewmembers.

Planned, prepared, and executed all support functions for both the HARRY S. TRUMAN and COMNAVAIRLANT Change of Command receptions.

Provided outstanding support for the USS JOHN F. KENNEDY (CV 67)/CVW 7 and USS ENTERPRISE (CVN 65) Carrier Battle Group end of deployment homecomings.

Planned and prepared all food service aspects for support of the Sunset Parade held in Key West, Florida during COMPTUEX.

Provided excellent food service support for the largest nationally televised concert event held on a Naval Vessel ("Rockin' for the USA/A Salute to the U. S. Military") during a port visit in Fort Lauderdale, Florida in support of Broward County Navy Days/Fleet Week.

Provided fantastic support for the successful Distinguished Visitor reception held on board HARRY S. TRUMAN inport Marseille, France.

Provided exceptional service to the crew in operating the "TRUMAN GRILL" during each port visit.

S-3 Sales Division. Manned with 55 Ship's Servicemen and 42 TAD personnel by year's end, the Sales and Service Division continued to perform and excel in every facet of service to enhance the quality of life for HARRY S. TRUMAN Sailors. As a result of their superior performance, the USS HARRY S. TRUMAN was selected as a SHIP'S STORE EXCELLENCE WINNER for 2002 for the fourth consecutive year.

Through coordination with the logistics operations, the services division maximized the use of all supply assets by tacking full advantage of the many Vertical Replenishment (VERTREP) and Connected Replenishment (CONREP) opportunities while underway. Furthermore, S-3 was able to lend a helping hand in supporting other ships via OSO transfers.

The tremendous laundry and barbershop support given to both ship's company and embarked units, such as the carrier air wing, destroyer squadron, special operations, distinguished visitors,

and media, resulted in frequent "attaboys" and "GIVE 'EM HELL HEROS."

Despite beginning the year with a slow schedule operation tempo, the S-3 Division maximized sales and turned more than \$412,000 in profit to MWR for the morale and welfare of the crew by year's end. The deployment lent itself to a multitude of sales opportunities, including a four-day blowout sale and numerous mess deck shopping extravaganzas involving international vendors as a part of the Navy Exchange Services Command (NEXCOM) concessionaire program.

S-4 Disbursing. An extremely busy year for Disbursing, Calendar Year 2002 was spent preparing for deployment by concentrating on off-ship training, the Supply Management Inspection and integrating and adapting to the changes associated with the embarkation of CCG-2, CVW 3 and CDS-22.

All of the senior personnel and many junior personnel attended a one-week Defense Joint Military Pay System Refresher training held on-site at Defense Finance and Account Service (DFAS)-Cleveland. This fantastic training consisted of 4 days in the classroom and a one-day "field trip" to the Customer Call Center as well as other sections that provide direct support to the fleet. Subsequent to this, DFAS-Cleveland sponsored a two-day follow-on training that targeted specific deployment-related pay issues.

With the embarkation of seven CVW 3 Disbursing Clerks in August, the office was overflowing with personnel. To capitalize on manning resources, the operation incorporated two shifts to enhance productivity and support around-the-clock customer service.

By September, an ongoing comprehensive review of every disbursing-related process resulted in a divisional score of 'Outstanding' on the 2002 COMNAVAIRLANT Supply Management Inspection. Overall, the S-4 operation successfully:

Generated more than 91,000 Pay and Personnel documents with a 96.9 percent accuracy rate

Researched, analyzed and resolved 6,840 management notices and 2,822 rejected documents

Processed 3,209 travel advances and settlements

The focus continues to be sustaining the highest standards of customer service in support of the ship's operational commitments.

S-5 Wardroom Operations. Wardroom Operations had a tremendous year, as there continued to be an emphasis on interdivisional teamwork between S-2 and S-5. With a reputed ambiance and taste of a first class restaurant and hotel, the division managed to coordinate and execute numerous unprecedented special events while preparing for an operational deployment focused on a potential war.

Major renovations to the Wardroom heads, including the addition of one-step decking in 02 level male heads, improved the overall appearance and allowed for efficiencies in maintenance and sanitation.

The division also served as the test site for the new Joint food Service Initiative. The new system consisted of a touch screen computer and ID/Smart Card reader to integrate with the FSM computer system, making end of the month closeouts easier and more accurate.

HARRY S. TRUMAN hosted a myriad of special events during port visits in conjunction with operations. Special guests ranged from musicians Celine Dion, Lone Star, Jessica Simpson, Marc Anthony and Clint Black to actors Bruce Willis and Michael Baldwin. President George H. W. Bush rallied the troops as the culinary experts rose to the occasion with a very impressive formal dinner. Furthermore, the Wardroom orchestrated numerous functions, ranging from a beautiful Key West Sunset Parade reception to a banquet in Marseille France.

S-6 Aviation Support. After departing Norfolk Naval Shipyard shortly after the first of the year, the division received the new AVCAL and CAVCAL products in February and immediately began loading material, posturing for deployment. As the year progressed, continuing preparations were made for deployment as well as July's Supply Assist Visit and following Supply Management Inspection in September. As each phase of the Pre-Deployment work-up cycle was completed, the division continued to refine AVCAL and CAVCAL, conveying allowance issues and addressing concerns to COMNAVAIRLANT via three individual Readiness Review Conferences. When it was all said and done, HARRY S. TRUMAN deployed with RPOOL Range and Depth of 100 percent/97 percent, Aviation Depot Level Repair (AVDLR) Range and Depth of 96 percent/94 percent and AVCAL Range and Depth of

98 percent/95 percent, as well as earning an 'Outstanding' across the board during the Supply Management Inspection. Additionally, S-6 posted the following metrics:

During the pre-deployment work-up cycle, the S-6 Division processed 16,657 demands, made 12,641 issues from stock, expedited 949 Non-Mission Capable Supply (NMCS)/Partial Mission Capable Supply (PMCS) requirements, inducted 4,847 repair parts into AIMD, and processed 3,473 stock and DTO receipts. These accomplishments significantly minimized down time of NMCS/PMCS aircraft and provided the logistical support needed for CVW 3 to carry out the pre-deployment training mission: GENERATING SORTIES.

The S-6/AIMD team's logistical and maintenance efforts produced an Air Wing with an aircraft mission capable rate of 89 percent, more than 3 points higher than the COMNAVAIRLANT average of 85.6 percent. This high level of readiness allowed HARRY S. TRUMAN/CVW 3 to achieve a sortie completion rate of 96.2 percent as the Carrier Battle Group prepared for deployment.

Subsequent to the Re-AVCAL processes, S-6 aggressively researched and challenged an additional 118 AVCAL and 392 CAVCAL shortfalls based on squadron demand. This effort resulted in Initial Outfitting Funds (APN-6) being authorized for 23 AVDLR adds to the AVCAL and 120 consumable adds to the CAVCAL.

Maintained an impressive average of just 73 components AWP with only .01 percent more than 60 days, far below the TYCOM goal of 5 percent.

Maintained a Net and Gross Effectiveness rate of 87.67 percent and 76.33 percent, respectively, exceeding the TYCOM goal of 85 percent Net and 75 percent Gross Effectiveness.

All in all a fantastic year for the Aviation Support Division! A great team with an outstanding reputation was built to move forward in support of the "War on Terrorism" and the "Preservation of Freedom."

S-8 Material Control. The year 2002 saw the completion of HARRY S. TRUMAN's PIA and the beginning of the IDTC. The year also brought new faces into the division as the shift from pierside to underway operations commenced. The new people were quickly trained and the operation rapidly reached its high standards.

Sailing through sea trials, carrier qualifications, COMPTUEX and JTFEX, the division tallied up more than 25 UNREP evolutions and transported nearly 3,000 pieces of material through the Air Transfer Office (ATO).

In December, the division began HARRY S. TRUMAN's second deployment with 30 crewmembers, all trained and eager to show their skills. Successfully conducting Underway Replenishment (UNREP) while operating two CONREP Stations and receiving material via VERTREP simultaneously, the S-8 team was performing core logistics at sea to generate sorties.

Year 2002 highlights included:

On/Offloaded more than 8,000 pallets of stock and provisions.

Earned a grade of 'Outstanding' during the Supply Management Inspection (SMI).

Transferred more than \$100,000 in parts and supplies in association with Material Control Officer (MATCONOFF) functions.

Achieved a 97 percent crewmember retention rate.

Advancements:

- 1 Chief Petty Officer.
- 2 Second Class Petty Officers.
- 9 Third Class Petty Officers.

S-9 Hazardous Material Management. The S-9 Division continued to provide superb customer support to the ship and air wing. The division consisted of twenty-one hard charging personnel of different ratings, the bulk of which were permanently assigned with the remaining on a six-month rotation from various ship and air wing work centers. The division managed all shipboard hazardous materials, coordinating offloads for excess and expired shelf life from deep stock storerooms.

The year saw the completion of COMPTUEX and JTFEX and the start of HARRY S. TRUMAN's second deployment. Providing 20-hour day customer service and 24-hour emergency support, the HAZMAT team accumulated numerous accomplishments, which included the coordination of more than 85 tons of offload while processing 67,000 requisitions.

The year 2002 also brought with it a Supply Management Inspection in which S-9 Division scored an 'Outstanding' in all areas. The division achieved a 99 percent inventory validity and 100 percent shelf life validity. S-9 updated the HAZMAT web page to provide links to the Ship Hazardous Material List (SHML) and ship-wide access to Material Safety Data Sheets (MSDS). This update reduces the number of man-hours required to print MSDS and allowed ready access for maintenance actions.

S-10 Quality Assurance. The QA team remained manned with three personnel in three ratings. These individuals completed numerous quarterly, monthly, weekly, and daily audits. They continued to review all divisional desktop procedures to ensure correct procedures were adhered to per the COMNAVAIRLANT 4440. This action proved to be highly successful, culminating in September with a successful COMNAVAIRLANT SMI.

The division completed more than 2500 sample inventories and LAPs while verifying all warehouse refusals by doing an additional spot inventories. As a result, validity rates for inventory and LAPs continued to exceed TYCOM standards throughout the entire year. S-10 expanded the operation to include more services related audits, thus allowing all service divisions to have a more accurate picture of their respective operations.

S-11 CPO Mess. The Chief Petty Officer Mess had a very busy year in 2002, transitioning to an open mess on 1 October 2002.

The Mess sponsored various special meals throughout the year, such as Boss' Night, Right Hand Person Night, Sailor of the Quarter Luncheons and Distinguished Visitors. In addition to the flexible hours of operation while underway, Saturday Pizza and (non-alcoholic) Beer Nights, as well as Sunday Brunches, were always big morale boosters.

The CPO mess also managed thirteen berthing areas, six heads, multiple passageways, and three storage spaces. The CPO Mess ended the year with more than 390 members, consisting of both ship's company and embarked staff, while on deployment.

S-12 Post Office. The Post Office continued to provide the highest level of customer service to the crew in the year 2002, as reflected in the perfect score achieved during a COMLANTFLT Surprise Postal Assessment conducted on 08 January 2002. The division officer received numerous compliments from customers appreciating answers to questions regarding mail delivery transit times and packaging advice as well as the

professionalism and courteous service provided at both the window and in the passageways. The postal operation, motivated and focused on the challenge ahead, was at full scale in support of the anticipated operations tempo during the deployment.

S-12 challenges this year included:

90 percent advancement of division personnel to the next pay grade.

Successful completion of COMPTUEX and JTFEX without a single safety discrepancy.

Obtaining 318 of the maximum 318 pulse points during SMI and the unannounced COMLANTFLT Postal Assessment.

Ending the year with a focus on deploying.

The 2002 fiscal year reflects the ship's post office sales, exceeding \$23,000 worth of postage and \$188,000 in money orders. Furthermore, the division handled a combination of 500,000 pounds of incoming and outgoing "pony."

SS-40 Maintenance and Damage Control. The SS40 (Supply 3M/DC) Division consisted of eleven personnel. SS40 conducted maintenance on equipment, damage control gear, and ventilation systems for more than 760 supply spaces. The division corrected more than 250 Zone Inspection discrepancies within 48 hours after inspection and conducted regular random inspections of Supply spaces. All discrepancies discovered during the random inspections were corrected on the spot. SS40 continued to provide outstanding maintenance for the ships Damage Control equipment, removing and replacing more than 20 outdated fire hoses.

Ventilation Team, composed of fifteen personnel of diverse ratings from the department, installed in excess of 1200 vent covers for the ship during the Planned Increment Period (PIA). The SS40 Division also managed the Ship's Self Service Laundry in which three TAD personnel were provided from the Air, Navigation, and Weapons Departments. During this availability, seven washers and five dryers were replaced.

TRAINING DEPARTMENT

Temporary Additional Duty (TAD) - In CY 2002, the HARRY S. TRUMAN Training Department managed 409,000 dollars in budget Operating Target (OPPTAR) grants for TAD schools and travel.

The Training Office processed 561 sets of cost-TAD orders and travel claims for schools and travel, and 3810 sets of no-cost orders for professional schools and training in the Norfolk area.

Leadership Training Continuum (LTC) - The last 12 months HARRY S. TRUMAN LTC completion rates rose more than 30 percent overall for the command:

E5 95 Percent
E6 98 Percent
E7 95 Percent

As of December 2002, by far the best, since the commissioning of HARRY S. TRUMAN.

Indoctrination Division (I-Div) - The Training Department continuously held Command Indoctrination classes to accommodate every Sailor within 2 weeks of checking aboard. We now include Sailors from various Squadrons and have improved the process from a 2-week to a 1-week course. During Indoctrination, Sailors are qualified basic DC, introduced to key personnel, and trained on a variety of HARRY S. TRUMAN policies and programs. Khaki Indoctrination, an abbreviated version for E-7 and above, was held once a month.

WEAPONS DEPARTMENT

G-1 DIVISION. G-1 Division (Hangar Deck/Flight Deck Ordnance) expertly trained 66 personnel in Flight Deck, Hangar Deck and Armament Weapons Support Equipment (AWSE) operations along with conventional ordnance handling, small arms, EE forklift, diesel 6K forklift operations and qualification.

The AWSE Workcenter meticulously administered and flawlessly tracked 3,000 PMS checks on 2,630 pieces of Weapons Support Equipment used with conventional ordnance during the past year. They completed over 5,800 man-hours of upkeep and preventive maintenance, which resulted in the AWSE Workcenter receiving grades of "Outstanding" for the second consecutive year by COMNAVAIRLANT CAMSEE Team. AWSE Program management was noted as "best observed in the Atlantic Fleet."

The division achieved 100 percent availability of all weight test requirements for all ordnance handling equipment onboard and developed a comprehensive work package for all 150 items.

Flight Deck personnel rehabbed three ammunition magazines, three sonobuoy stowage lockers, seven pyrotechnic lockers and

two CAD Lockers. This achievement was noted as "best in the fleet" during the Ordnance Handling Safety and Assist Team (OHSAT), and Conventional Ordnance Safety Review I/II by NAVSEA and COMNAVAIRLANT inspectors.

G-1 Division participated in a six week Intermediate Phase Training/COMPTUEX by providing over 27,000 man hours in direct support of embarked air wing

The division was the first fleet CVN to provide fleet operational evaluation of the ADU-699A/E Sonobuoy Transport Adapter for the Naval Air Warfare Center Aircraft Division, Patuxent River MD. The Air-Nitrogen Purifier was groomed by DynaCorp Technical Services on 9 October 2002.

G-2 DIVISION. G-2 Division (Ship's Armory/Magazine Sprinkler Maintenance) is responsible for the test and operational maintenance of 34 magazine sprinkler systems, maintenance and upkeep of 188 small arms, two 40mm saluting batteries and various crew-served weapons. They are also responsible for the storage and assembly of MK 46 lightweight torpedoes for fixed wing/rotary wing aircraft.

While in the shipyard, the Ship's Armory was upgraded with the latest Ship Alteration (SHIPALT) adding valuable weapon storage space, various alarm sensors and an emergency egress. The division completed Small Arms Readiness Review (SARR) and Torpedo Readiness Certification (TRC).

In response to the increased Force Protection requirements, G-2's Small Arms Instructors and line coaches completed training and qualifications for over 1,500 armed watch standers while safely expending over 316,000 rounds of ammunition. They completed two Full Bore live-fire exercises, flexing machine gun teams in the rapid response to simulated small boat attacks. New weapons were added to HARRY S. TRUMAN's arsenal including: M-16 rifles, M203 grenade launchers, M240 machine guns, MK 19 grenade launchers and concussion grenades.

We provided honors with 40MM saluting batteries to support HARRY S. TRUMAN's and USS ARLEIGH BURKE's change of command ceremonies and provided firing squad for three Burial at Sea Ceremonies. The division completed over 2,762 Planned Maintenance Actions with 100 percent record accomplishment rate. Division personnel accomplishments include two selections for Department Sailor of the Quarter.

G-3 DIVISION. G-3 Division (Bomb Assembly Division) started the year running. We got underway in February to begin an arduous IDTC after a successful rehabilitation of all 23 divisional spaces. Training on all weapons carried on board was held, resulting in a 100 percent conventional ordnance certification/qualification rate. Various on-loads/offloads took place all accomplished in a flawless manner. The on loads/offloads of ammunition totaled over 4000 tons. CART I and II were accomplished with outstanding results. TSTA I, II, III, and FEP were also tackle with aggressiveness resulting in super accomplishments of training for the division. The division conducted the incorporation of Airborne Weapons Bulletin-405 on all tactical AIM-9 missiles, all in record time providing the air wing with the most up to date assets possible. COMPTUEX was accomplished with ease and quality training was completed increasing overall divisional readiness. JTFEX culminated IDTC with outstanding results. Aviation Ordnance Readiness Review, Conventional Ordnance Safety Review, COMNAVAIRLANT Assessment, and Quick-Strike Inspection were all accomplished within three weeks all with outstanding results.

G-3 Division stands the test of arduous training and inspections to truly confirm the superiority of its performance and dedication.

G-4 DIVISION. G-4 Division is responsible for the safe operation and maintenance of the Weapons Elevator and EE Electric Forklifts. The Elevator Division coordinates and directs PMS on all weapons elevators and EE forklift systems, as well as, all Munitions Handling Pallet Jacks. The division provides training and license issue for all elevator operators, maintenance personnel and Electric Forklift operators. They are also tasked with maintaining the department's Electrical Tool Issue Program.

Elevator and EE Forklift Licensing and Training Programs continue to be the model for the fleet. Both received grades of "outstanding" during CART, OHSAT, Conventional Ordnance Safety Review (COSR) I and II, Aviation Ordnance Readiness Review (AORR) and the FTSC LANT Elevator Support Unit (ESU) pre-deployment assessments. Our instructors trained and qualified and/or re-qualified 202 personnel as Elevator Operators/Safety Observers and 52 explosive forklift operator drivers within the department.

Maintenance personnel safely completed over 520 scheduled and 232 unscheduled elevator maintenance actions and over 400 scheduled and 64 unscheduled forklift/pallet jack maintenance

actions. Maintained a RAR of 100 percent for work center WG04. Assisted WESU in the accomplishment of SOT level III weight tests and overspeed governor calibrations of all 9 weapons elevators and the repair of more than 100 Repair Activity/Depot level jobs.

G-5 DIVISION. G-5 Division consist of Aviation Weapons Movement Control Station (AWMCS), Retail Ordnance Logistical Management System (ROLMS), Quality Assurance Branch (Q/A) and the Weapon's Damage Control Work Center.

G-5 Division coordinated and executed 13 conventional ordnance on loads both pier side and at sea in support of ships load-out upon completion of the Planned Incremental Availability. This tremendous effort consisted of a combined weight of over 4300 tons of ordnance. ROLMS requisitioned over 900 tons of high explosive munitions in support of ship's mission load and CVW-3 training requirement exercises. ROLMS was also chosen by COMNAVAIRLANT to Beta test ROLMS Version 8.0, providing information back to program writers to improve and release a newer version 8.1. ROLMS maintained 99 percent accountability of over 1000 total asset line items, in excess of 1/2 billion dollars and completed over 3500 ammo-related transactions without discrepancy.

The QA branch conducted 24 Quality Assurance Audits within the department to ensure optimum mission readiness prior to deployment. They maintained the departmental Technical Publication Library, consisting of over 750 technical pubs and assorted checklists. The Weapons publication library entered over 100 rapid action and routine changes during the past 12 months.

The 3M/DC section of G-5 Division successfully completed over 4500 PMS checks with a performance rate of 98 percent.

Thirty-one Weapons Department personnel qualified as Enlisted Aviation Warfare Specialist with in the past 12 months.

SECURITY DIVISION. HARRY S. TRUMAN's Security Force is currently composed of 18 rated Master-at-Arms, and 45 designated personnel from ship's company on a temporary assigned duty (TAD) basis. They are specifically organized, trained, and equipped to provide force protection, physical security, law enforcement duties under the authority of the Commanding Officer. Duties of the security force involve matters of force protection/anti-terrorism, investigations, interrogations, apprehensions, crime

prevention, preservation of crime scenes and evidence gathering, enforcement of appropriate rules and regulations, physical security, crowd control and be ready to respond to any contingency that may occur.

HARRY S. TRUMAN Security Force established the first Auxillary Security Force (ASF) along the waterfront to augment ship's SSDF. More than 60 personnel from each duty section has been designated a member of the ASF. ASF is responsible for augmenting ship's Security Force in providing force protection onboard the ship, controlling access to the pier, and conducting roving pier patrols.

HARRY S. TRUMAN Brig is currently comprised of 1 Brig Officer, 5 rated Mater-at-Arms and 7 designated personnel from ship's company on a TAD basis, specifically organized and trained to provide a safe confinement facility for personnel subject to the Uniform Code of Military Justice. Personnel who have been administered Pre-Trial Confinement, convicted of a courts martial and administered bread and water during Captains Mast may be placed in the brig. The brig is also capable of receiving Prisoners of War and have conducted several training evolutions in support of Operation Enduring Freedom. The brig is capable of housing 15 prisoners in the General Population Cell, and 2 prisoners in the De-Segregation Cells, which can also be used for violent and suicidal prisoners.

HARRY S. TRUMAN Security Force functions fall into four general categories: 1) Provide force protection, e.g., deter and detect terrorism and criminal activity; 2) Prevent/deter theft and other losses caused by fire damage, accident, trespass, sabotage, espionage, etc.; 3) Protect life and property; 4) Enforce rules and regulations.

The security force is organized into three basic branches: Training, Operations, and Investigations. The Training branch is responsible for planning, conducting, and documenting all ship-wide security and anti-terrorism training. The Operations branch is responsible for all patrol and force protection functions. The Investigations branch is responsible for investigating all cases not under the jurisdiction of Naval Criminal Investigative Service (NCIS), and maintains effective liaison with the local NCIS agent on all investigative matters.

The Security Force continued to develop and be the waterfronts best. The year began with continued heightened security worldwide following the attack on 9/11. The ship's security force flawlessly developed and executed 3 AT/FP In port

Security Plans for three foreign port visits during Operation Enduring Freedom. Additionally, effective planning and teamwork lead HARRY S. TRUMAN through CY-02 Atlantic Fleet Anti-Terrorism Exercise with "Zero" Opposing Force penetrations. All the hard work and training after 9/11 was evident when the Security Force and Weapons Department team was able to immediately man required armed posts providing force protection for the ship and her crew. Urinalysis: One Annual Command Unit Sweep was successfully completed in December 2002 resulting in the identification of only 3 drug offenders. Over 5000 urine samples have been collected and processed. HARRY S. TRUMAN's aggressive Urinalysis Program continues to deter possible drug offenders and enforcing the Navy's Zero Tolerance Policy.