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From: Commanding Officer, USS HARRY S. TRUMAN (CVN 75)
To: Director of Naval History (OP-09BH)

Subj: 2004 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) News Releases
(9) Welcome Aboard Book

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

//s//
J. P. GIGLIOTTI

USS HARRY S. TRUMAN (CVN 75) MISSION

"The mission of USS HARRY S. TRUMAN (CVN 75) is to project lethal, credible, combat power anywhere in the world, as directed by the President of the United States; maintain a credible deterrent presence anywhere in the world; execute our primary mission while creating an environment that ensures: the utmost safety of the crew, the equitable treatment of and positive interaction amongst all crewmembers, and that every Sailor is provided with the leadership, guidance, and career management necessary to foster personal growth and professional excellence, and the families of our sailors are incorporated into the success of the HST/Carrier Air Wing Three team."

USS HARRY S. TRUMAN's immediate senior commander is:

a.	Administrative:	Commander, Naval Air Force, U.S. Atlantic Fleet
b.	Operational:	Commander, Carrier Strike Group TEN

USS HARRY S. TRUMAN (CVN 75) Organizational Structure

Commanding Officer	CAPT Michael R. Groothousen (March 2001 - July 2004) CAPT James P. Gigliotti (July 2004 - Present)
Executive Officer	CAPT Charles L. Wheeler (December 2003- October 2004) CAPT Paul O. Monger (October 2004 - Present)
Command Master Chief	CMDCM(AW/SW) Clarence Frye (May 2004 - Present)
Administrative Officer	LCDR Gilbert L. Williams (June 2004 - Present)
Aircraft Intermediate Maintenance Officer	CDR Christopher J. Kennedy (September 2003 - Present)
Air Officer	CDR Gary H. Williams (April 2003 - Present)

Chief Engineer	CAPT Leo O. Falardeau (August 2002 - Present)
Command Chaplain	CDR Donald P. Troast (October 2004 - Present)
Command Judge Advocate	LCDR Brian P. Powers (May 2004 - Present)
Combat Systems	CDR Frank E. Shearman (May 2003 - Present)
Dental Officer	CDR Linda K. Nesbit (July 2003 - Present)
First Lieutenant	LCDR Calvin C. Law (April 2004 - Present)
Intelligence Officer	CDR Lawrence J. Stein (August 2003 - Present)
Medical Officer	CDR Paul D. Kane (July 2004 - Present)
Navigation Officer	CDR George M. Matais (April 2004 - Present)
Operations Officer	CAPT Paul S. Webb (September 2003 - Present)
Public Affairs Officer	LCDR Elissa J. Smith (June 2004 - Present)
Reactor Officer	CAPT David C. Hulse (June 2003 - Present)
Safety Officer	CDR David D. Onstott (June 2003 - Present)
Supply Officer	CDR John G. King (June 2003 - Present)
Training Officer	LCDR Shane G. Harris (January 2003 - Present)
Weapons Officer	CDR Kenneth M. Sheehy (September 2003 - Present)

USS HARRY S. TRUMAN (CVN 75) NARRATIVE

USS HARRY S. TRUMAN began 2004 at Norfolk Naval Shipyard, nearing the end of a 6-month Planned Incremental Availability 03/04 (PIA). The ship conducted Sea Trials in February and immediately began its Inter-deployment Readiness Cycle under the new Fleet Response Plan (FRP) concept, the first aircraft carrier to do so from shipyard to deployment.

Sea Trials were completed on Feb. 16, 2004, marking the successful conclusion to HST's second PIA - early and under budget. A week later HST was back at sea conducting Flight Deck Certification and Fleet Readiness Squadron (FRS)/Carrier Air Wing 8 and Training Command (TRACOM) Carrier Qualification operations. In the mean time, the crew was knocking the rust off of their seamanship and damage control skills. The next two months included intensive training and evaluations to prepare the ship for emergency surge status in accordance with the Fleet Response Plan.

The Tailored Ship's Training Availability/Final Evaluation Problem (TSTA/FEP) included numerous general quarters, damage control, and Chemical/Biological/Radiation (CBR) training events. Additionally, Carrier Air Wing THREE (CVW-3) joined HST for Carrier Qualifications and cyclic operations, in preparation for their upcoming six-month deployment.

In May, Fleet Forces Command awarded TRUMAN the Battenberg Cup, naming it the best all around ship in the Atlantic Fleet based on accumulation of crew achievements. For the year 2003, TRUMAN earned the Battle Efficiency Award, the Dorie P. Miller Award for food service, its fifth consecutive Ship's Store and Service Excellence Award and swept the departmental Battle "E" awards as well.

The Composite Unit Training Exercise (COMPTUEX) commenced in June with operations in the Virginia Capes and the Jacksonville operating area. COMPTUEX continued with HST's participation in Summer Pulse 2004. HST joined six other Carrier Strike Groups in a demonstration of the ability to sortie U.S. Naval Power. During Summer Pulse, HST participated in Exercise Majestic Eagle and visited Naples, Italy.

Three days after returning to Norfolk, HARRY S. TRUMAN hosted the Commander, Naval Air Forces Atlantic change of command. The next day, July 29, Captain James P. Gigliotti

relieved Captain Michael R. Groothousen as Commanding Officer in a ceremony held in Hangar Bay 2.

After the change of command, HST conducted a Battle Group Inport Exercise - Group Commander (BGIE-GC) in preparation for deployment. Following another FRS/CVW-8 Carrier Qualification period and a short availability, HST began a scheduled six month deployment on October 13, 2004.

HST kicked off its third deployment with a short Carrier Qualification for CVW-3 off the coast of Virginia. The ship then crossed the Atlantic Ocean to participate in the Joint Maritime Course (JMC-043) north of Scotland. JMC-043 included Strike, Surface, and Submarine warfare exercises with a multi-national force. The weather conditions were challenging, as the crew had to contend with nine-foot seas and low visibility. HST left JMC early due to the weather and began her transit to the Mediterranean Sea in order to conduct cyclic flight operations in preparation for operations in the Fifth Fleet area of responsibility. For four days in November the crew enjoyed the liberty and logistical support of Souda Bay, Crete.

TRUMAN transited the Suez Canal during the night of November 11 until the next day. The transit was originally scheduled for daylight but traffic delays forced the night evolution. On November 20, 2004, HST relieved USS JOHN F. KENNEDY (CV 67) in the Arabian Gulf and began conducting flight operations in support of Operation Iraqi Freedom. In December, HST made a port of call to Bahrain for five days. HARRY S. TRUMAN was conducting combat flight operations in the Arabian Gulf as 2004 drew to a close on December 31. HST spent 188 days away from homeport in 2004, including workups and the beginning of an operational deployment in support of Operation Iraqi Freedom.

USS HARRY S. TRUMAN (CVN 75) 2004 CHRONOLOGY

Sea Trials	13 - 16 Feb 04
Flight Deck Cert	23 Feb - 1 Mar 04
Mobile Training Team-1	27 Feb - 1 Mar 04
Carrier Qualifications	2 - 5 Mar 04
Tailored Ships Training Availability (TSTA)/Final Evaluation Problem (FEP)	6 - 29 Apr 04
Board of Inspection and Survey (INSURV)	17 - 21 May 04
Composite Training Unit Exercise (COMPTUEX)	2 - 19 Jun 04
Summer Pulse '04	20 Jun - 25 Jul 04
C6F Inchop	24 Jun 04
Port visit Naples, Italy	2 - 6 Jul 04
Exercise Majestic Eagle	11 - 16 Jul 04
Operational Reactor Safeguards Exam(ORSE)	22 - 24 Jul 04
C2F Inchop	21 Jul 04
COMNAVAIRLANT COC	28 July 04
HST Change of Command	29 July 04
BGIE-GC	9 - 13 Aug 04
Carrier Qualifications	8 - 13 Sep 04
DEPLOYED	13 Oct - 31 Dec 04
C6F Inchop	19 Oct 04
Joint Maritime Course	25 - 28 Oct 04
Port visit Souda Bay, Crete	5 - 9 Nov 04
Suez Canal Transit (night)	11 - 12 Nov 04
C5F Inchop	11 Nov 04
Turnover with USS JOHN F. KENNEDY in the Arabian Gulf	19 Nov 04
Operation IRAQI FREEDOM	20 Nov - 31 Dec 04
Port visit Bahrain	13 - 18 Dec 04

ADMINISTRATIVE DEPARTMENT

The Administrative Department is comprised of 5 divisions: Captain's Office/Executive Officer's Admin, Personnel Office, Educational Services Office, Public Affairs Office and Morale Welfare and Recreation. Each division has a unique function within the department, but 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

From January to December 2004, the Captain's Office provided outstanding administrative support to more than 190 assigned officers including: the preparation of the Commanding Officer's daily schedule, routing official correspondence, FITREPS, officer gains/losses, directives and processing official mail for HST, CCSG-10 Staff and embarked air wing. The Executive Officer's Admin Office meticulously managed the processing of more than 2,000 command awards, preparation of the Executive Officer's daily schedule, and the accurate routing of more than 2,800 pieces of official correspondence for 20 departments. Published numerous directives for official command functions and visits; including the embarkation of numerous distinguished visitors leading up to and during a combat deployment. Produced an astonishing 100% advancement rate and 100% retention rate, an AIRLANT first among carriers. All assigned personnel qualified/re-qualified as Enlisted Surface Warfare Specialists (ESWS) and four personnel qualified as Enlisted Aviation Warfare Specialists (EAWS). Additionally, the outstanding administrative support provided to the ship's crew, strike group commander and embarked Air Wing during Operations Enduring Freedom and Iraqi Freedom have set the standard for COMNAVAIRLANT carriers.

Personnel

The Personnel Division provided superb administrative support to a crew of more than 5,000 Sailors including Air Wing and embarked staff. Services including: ID card processing, Navy Standard Integrated Personnel System (NSIPS) access and monitoring, and passenger movement coordination to and from HARRY S. TRUMAN. With an average of 20 Personnelmen, the Personnel Division is directly responsible for all facets of personnel administration and serves as principle advisor to the CO/XO on all matters relating to personnel, manning, pay

policies and procedures.

Personnel Division processed more than 39,000 pay documents crediting the crew with pay entitlements such as Imminent Danger/Hostile Fire Pay and Combat Zone Tax Exclusion, in support of Operations Enduring Freedom and Iraqi Freedom. Timely processing of these entitlements increased crew morale during highly intensive war fighting operations. Also, Personnel Division coordinated and prepared all documents for a one-day mass check-in process. More than 100 Sailors were checked in and successfully processed, setting a TRUMAN record for the greatest number of Sailors gained on board in a single day.

Additionally, Personnel Division Sailors were staged at Transient Personnel Unit Norfolk, Va.; Naval Air Station, Sigonella, Italy and Naval Support Activity Bahrain in order to augment logistic heads with passenger transportation specialists. Due to these Sailors' tireless efforts, more than 1,500 passengers, including distinguished visitors, were successfully routed to and from the ship and throughout the Mediterranean and Arabian Gulf theaters without incident.

Some of the division year-end totals consist of more than 1,500 enlisted activity gains and losses completed; more than 1,800 ID cards issued and 7,300 leave papers processed.

Educational Services Office (ESO).

ESO has made all CLEP and DANTES testing services available during the deployment.

The Navy-wide advancement exam was administered to more than 2,000 eligible Sailors during the months of March and September. Examination discrepancies were extraordinarily limited to less than .1%.

Currently, there are more than 900 ship's company and air wing personnel enrolled in our Navy College PACE classes.

Command Career Counselor's Office (CCC).

The Command Career Counselor's Office provides personal counseling services and career guidance to a crew of more than 3,200 as well as the embarked staff and air wing. The Command Career Development Team (formerly known as the Retention Team)

currently consists of four rated Navy Counselors and more than 100 collateral duty career counselors.

With the superbly trained and proactive Career Development Team reaching out and talking with Sailors, TRUMAN's attrition has steadily dropped and the retention rate continues to climb consistently, out-pacing AIRLANT requirements. In FY-2004, USS HARRY S. TRUMAN reenlisted 354 Sailors with SRB payments of $2,139,316.24, and totaling 1,240 years of reenlistments.

In 2004, The Command Career Counselor's Office processed more than 1,500 Perform-to-Serve applications and updates, more than 800 Personnel Action Requests (1306/7), and submitted more than 1,300 JASS applications. For FY-2004, 8 Officer applications were selected for various commissioning programs.

As a multiple Retention Honor Roll and Fleet Retention Excellence Award winner, USS HARRY S. TRUMAN's Career Counselor Office routinely sets the example for all others to follow.

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 2004, the ship embarked over 2,150 Distinguished Visitors including NATO Secretary General Jaap de Hoop Scheffer, numerous Congressmen, Senators, foreign dignitaries, ambassadors, military leadership as well as celebrities such as Robin Williams and John Elway.

The public affairs office facilitated national and international coverage of TRUMAN's operations by more than 45 media representatives from countries around the world during the course of the year. During the ship's third deployment, the Public Affairs Office garnered excellent international media coverage of the Truman/Carrier Air Wing THREE team during Operation Iraqi Freedom. The TRUMAN Public Affairs Office also coordinated opportunities for media to cross-deck to other strike group platforms, thus broadening the scope of the Navy's coverage.

PAO Internal Information Programs. The HARRY S. TRUMAN Strike 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 in the Persian Gulf, 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. The Public Affairs Office also created broadcast news stories for its weekly shipboard news cast called *Synergy* which also served to educate and entertain the crew.

PAO Shipboard Information, Training and Entertainment (SITE) Television. Four channels on SITE TV were broadcast simultaneously during underway periods. Program material consisted of Navy Motion Picture Service feature movies, AFRTS Duplicating Facility (DUPFAC) material, AFRTS Television Tape Library (TTL) movies, live and taped studio productions, and GMT training films. During underway periods, crew members had their choice of numerous satellite channels to choose from.

Additionally, while underway and in the United States' satellite footprint, those viewing could usually tune into CNN, MTV, FOX and other major networks - 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 dozens of informative spots designed to inform and entertain the crew. Other productions 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 taped, edited and played in support of various command programs.

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

h. HARRY S. TRUMAN Family Gram. HARRY S. TRUMAN's Family Gram, the *Home Port*, 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 crewmembers' families.

i. Press Releases - The Public Affairs team ensured HARRY S. TRUMAN was continually and positively represented internal and external media outlets. *All Hands* magazine featured stories with photographs of HARRY S. TRUMAN Sailors and events. The Navy News Service, a daily Navy Office of 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 naval base and civilian newspapers and magazines across the country, generating a significant amount of positive coverage for the ship and its crew.

j. Internet. The official Internet homepage for USS HARRY S. TRUMAN (CVN 75) is located at http://www.nol.navy.mil/homepages/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 2004 was JO3(SW) John Stevens, Public Affairs Office. 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 crewmember information, local area information, points of contact within the command, Ombudsman contacts, ship 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. New photos are periodically added and provide all visitors with a taste of life aboard an aircraft carrier.

AIR DEPARTMENT

Air Department achieved unprecedented levels of success in 2004. The "number one flight deck in the Atlantic Fleet" played a key role in Operation Enduring Freedom by providing an extremely efficient and mishap-free base from which payloads were placed on time, on target. The 700 men and women of Air Department distinguished themselves through both their professionalism and, most importantly, their performance. Specific statistical accomplishments include:

-More than 10,200 mishap-free catapult launches and arrested landings.

-More than 12.2 million gallons of fuel transferred.

-More than 26,300 aircraft moves and more than 3,500 elevator runs.

Under the leadership of CDR Gary Williams, serving as Air Boss, HARRY S. TRUMAN's Air Department cemented their reputation on the East Coast as the number one flight deck. After the successful completion of Planned Incremental Availability 2003, saving taxpayers millions of dollars, Air Department set sail to

complete numerous flight deck certifications and Fleet Carrier Qualifications with flying colors. After action reports from Training Command Commanding Officers, 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." Air Department continued to set the example throughout an arduous workup cycle culminating in a two month SUMMER PULSE to the Mediterranean. The department has set all standards for sustained combat operations in support of Operation Enduring Freedom, flying more sorties than ever before while maintaining an unprecedented equipment availability rate.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

AIMD's success is a direct result of more than 260 Sailors, who for the past 12 months have spent a total of 144,025 maintenance man-hours in support of CVW-3 and the units in the HARRY S. TRUMAN Strike Group, exceeding all expectations.

Specifically:

- Processed 17,680 items with an adjusted ready-for-issue rate of 99.1 percent.

- Issued and received 78 aircraft engines/modules.

- Expedited 371 critical Broad Arrow test bench components.

- Quality Assurance (QA) continues to ensure AIMD workcenters are efficient and effective. Through monthly audits and spot checks, QA Representatives kept AIMD safe and above Navy standards.

Audits Performed	200
AVGFE Chits Issued	0
Broken Tools	342
CDI / Professional Tests	244
CDI Periodic Evaluations	125
CDIs Qualified	100
CDQARs Qualified	2
DTPLs Qualified	58
Engineering Investigations	17
EI/HMR	3
Follow-Up Audits	107

HMR	0
Hydraulic Spot Checks	7
Hydraulic Samples	534
ICRL Change Requests	1593
IRACs	347
Missing Tools	21
Ordnance Qualified Personnel	21
Publications Ordered	196
QAR's Qualified	8
QAR Training Lectures Written/Given	297
Safety / Mishap Reports	11
SE Tests	447
SE Acceptance / Transfers	697
SE Misuse/Abuse Reports	8
Technical Directives Processed	293
TPDRs	8
Worn Tools	82
Y Code Investigations	77

- This year the Aviation Maintenance Management Team inspected a total of 37 programs to evaluate the activity's maintenance practices for safety, effectiveness, efficiency, and instructional compliance. Of those 37 programs, none were evaluated as "Off-Track" and AIMD was declared "Ready for Sea".

- QA personnel completed more than 200 proficiency evaluations and maintenance drills as part of preparing the shops and workcenters for the AMMT inspection. These drills have been established as ongoing training tools.

- The A/W37T-1 Jet Engine Test Facility installed onboard HARRY S. TRUMAN has seen many years of service. Operating first on USS AMERICA, today it continues to perform aboard TRUMAN in support of CVW-3. After receiving some required refurbishing from the Norfolk Naval Shipyard between 2003 and 2004, the Jet Engine Test Facility has once again come full circle. After undergoing recertification, safety checks and strenuous training, five mechanics were certified as Test Cell Operators. Back to sea, they have run a total of 22 jet engines with every engine worked on being made ready for issue.

- Airframes Branch provided outstanding support during this year. A team of 23 technicians performed repairs on 3,113 aircraft components directly contributing to CVW-3's 96 percent sortie completion rate during deployed operations. With the addition of their stencil cad machine, Airframes Branch stenciled 153 jerseys and 29 other public relations projects. During PIA '03 the work center sent 98 percent of their personnel TAD to the Light Industrial Facility and greatly contributed to the refurbishment of 75 ready room chairs, 80 non-watertight doors and 65 watertight doors in support of HST. Their efforts saved countless man-hours and funds. The Airframes work center qualified three welders, achieve 100% Tire and Wheel qualifications, five 51E CDIs and three all shops CDIs increasing customer service capabilities supplied to CVW-3 and the TRUMAN.

- The Composite Repair Shop provided outstanding support during the deployment. Technicians performed repairs on two F/A-18 and one S-3A aircraft that normally would have needed Depot level assistance. Their efforts saved countless man-hours and funds.

- The Paraloft completed 1,493 ALSS inspections and repair maintenance actions in support of CVW-3, performed 1,922 sewing projects in support of HST/CVW-3 team, and reconditioned/reupholstered 75 Ready Room chairs during PIA '03.

- The NDI Lab performed 1,120 Non-Destructive Inspections accounting for 2,274 items.

- The Hydraulic Shop performed more than 619 maintenance actions including five Battle Force Intermediate Maintenance Activity actions in support of Carrier Air Wing THREE and the HST Strike Group.

- Identified a fleet-wide hazard associated with the drain/de-air/fill/circulate procedure on CASS HPDTS and assisted the Naval Warfare Center, Crane, Ind., in resolving this issue.

- Installed AN/USM-674(V)(1) Pro Track work station, the next generation of Huntron, increasing 2M/Module Testing and Repair (2M/MTR)capability by 30 percent.

- Received/inventoried 494 E-2 Group II Support Equipment items from USS THEODORE ROOSEVELT (CVN-71). AIMD maintained a 100% readiness in preparation for Summer Pulse '04/Med Cruise '04 in support of Carrier Air Wing THREE.

- Installed APG-73 Radar Receiver Targeted TPS on CASS. The use of the Smart TPS resulted in 33% shorter testing and troubleshooting run times of the APG-73 Radar Receiver.

- Installed F/A-18 Multifunction Information Distribution System (MIDS) OTPS, first aircraft carrier to provide repair capability for this system.

- IM-41 DC Shop performed 3,584 upkeep PMS functions on 3,584 DC related components in 138 compartment spaces. Managed the administration and initiation of 29 approved ship alterations, which improved safe working conditions by 50 percent. Totally revamped entire 3M/DC work center in two months after ship's SRA yard period and INSURV inspection for complete combat readiness.

This section highlights the innovative management practices used on board HARRY S. TRUMAN to facilitate equipment maintenance and longevity.

- AIMD authored a point paper and subsequent message that recommended removing the I-Level repair capability for the F/A-18 and S-3 Auxiliary Power Units (APU). Analysis identified that more than a three-year period TRUMAN AIMD had only repaired and made Ready for Issue (RFI) 1 APU while they had classified 15 APUs Beyond Capability of Maintenance (BCM). This paper further focused on the cost benefits of not having to expend resources on specific APU Test Cell training, the elimination and up-keep of specific APU related Support Equipment, and efficiencies gained due to the elimination of set up and tear down costs of the test cell when reconfiguring between an Engine or APU. These efforts led to a joint review of the maintenance plan by CNAL, CNAP, RESFOR, NAVAIR PMA-260/PMA-265 and NAVICP. Their further analysis concurred with AIMD's findings; "A review of the Fleet input regarding the less than profitable history of afloat AIMD test and check capability for the S-3 and F/A-18 APUs found all customers concurred - APU testing had poor return on investment of labor and time, and was seldom practiced due to these low RFIs. Additionally, the contractor (Honeywell) reports that less than 20 of the units returned to the plant in the past three years showed failures that the Fleet could have corrected". Based on our forward thinking and in-depth

maintenance analysis, all APU repair capability was removed from all afloat AIMDs and NAVIR PMA-260 was able to forego the procurement of the APU Test Program Set for the new JETI Test Cell. AIMD TRUMAN's "out of the box" thinking became a true Naval Aviation Enterprise Cost Wise Readiness decision.

- AIMD instituted an investigation and detailed analysis into the long-standing NAMP requirement to perform fuel samples on all CVN Jet Engine Test Cells. Working with the TRUMAN's Fuel Bos'n, AIMD TRUMAN provided the paperwork and justification that taking fuel samples on CVN Class Carriers was a non-value added requirement. A detailed review of our submission resulted in COMNAVAIRSYSCOM clarifying the NAMP in a Naval Message that read; "requirement specifically applies only to fixed or portable engine test cells that have their own aviation fuel storage tanks, accumulators or filter separators. Since the jet engine test installation on CVN Class ships does not incorporate any of the listed items, there is no requirement to perform the fuel quality surveillance testing in the NAMP". This questioning attitude directly contributed to improving and clarifying the NAMP, eliminated untold numbers of non-value added maintenance tasks and eliminated the generation of additional hazardous waste.

- TRUMAN became the test bed for the implementation of LEAN/Air Speed onboard a carrier. Under the guidance of the Navy MANTECH's LEAN Pathways Team, two Accelerated Improvement Workshop (AIW) leaders, four AIW co-leaders and 26 AIW participants were trained on the skills and given the tools to participate in an AIW. Fourteen additional personnel attended a 20-hour AIW Leader Training course, which further explained the tools and necessary elements necessary to run a successful AIW.

- TRUMAN's LEAN efforts were noted by SECNAV before the Senate Armed Services Committee; "The outcome of these events will allow us to improve our afloat AIMD processes and influence our future manning requirements on CVN-21 Class Carriers. These are the first LEAN events conducted on Navy warships". Completed three AIWs with the following results:

- 210 Day Inspection of BRU-32
  - Reduced people travel by 97%
  - Reduced parts travel by 76%
  - Eliminated potential backlogs by reducing turnaround time by 36%
  - Improved availability of consumable parts in work center

  - Increased the overall reliability of BRU-32 by standardizing process

- Aviation Material Screening Unit (AMSU) Process Verification
  - Reduced verification steps by 33%
  - Reduced process time by 50%
  - Cleaned shop and implemented visual aids to improve customer service

- Reducing the Clutter in the Supply Mountain
  - Reduced people movement by 76%
  - Reduced forklift travel by 75%
  - Reduced parts travel by 75%
  - Decreased the total volume of the Mountain by 15%
  - Implemented visual aids and restructured the mountain for easier access

The following graphs depict AIMD's readiness for all deployed operations during the year

CVN-75/CVW-3 C2X NMETL ASSESSMENT

			C2X Standards			
NTA 4.3.2.2 Diagnose and Repair	**Cum Value**	**B-Rating**	**B1**	**B2**	**B3**	**B4**
S1. AIMD Support Equipment Capability Rating	1.06	B1	1.30	1.60	2.05	2.06
S2. % FMC Aircraft	79.6%	B1	79%	78%	75%	75%
S3. % MC Aircraft	84.07%	B1	84%	83%	80%	80%
S4. % Non-SE AVDLR Repair Rate (RFI / RFI + BCM)	60.3%	**B3**	69%	65%	60%	60%
% Non-SE AVDLR Adjusted Repair Rate ((RFI / (RFI + BCM - X1))	83%	B1	80%	78%	76%	74%
S5. Non-SE AVDLR Backlog (AWP + AWM)	261	B1	300	386	450	450
Non-SE AVDLR Workable Backlog (Backlog - AWP)	147	B1	150	175	200	201
S6. Squadron NMCS/PMCS Demands per 100 FH	45.2	B4	25	35	45	45
Proposed: Squadron NMCS/PMCS Demands per 100 FH	45.2	B2	36	46	56	56
NTA 4.3.3 Provide Repair Parts (Class IX)	**Day 1 Measurement**					
S1. Range of Deployment AVCAL Onboard (%)	97%	B1	95%	90%	85%	85%
S2. Depth of Deployment AVCAL Onboard (%)	93%	B1	93%	88%	83%	83%
S3. Range of Deployment RPOOL Onboard (%)	100%	B1	100%	96%	92%	92%
S4. Depth of Deployment RPOOL Onboard (%)	98%	B1	98%	94%	90%	90%
NTA 4.3.3.2 Exchange and Return	**Cum Value**					
S1. Total outstanding NMCS/PMCS Requisitions	23.0	B1	48	55	70	70
S2. NMCS/PMCS Issue Effectiveness (%)	85.7%	B2	88%	85%	81%	81%
S3. RPOOL Effectiveness (%)	91.4%	B2	95%	90%	85%	85%
S4. RPOOL Accommodation (%)	43.5%	B2	45%	40%	35%	35%
NTA 4.4.1 Distribute Support and Personnel	**Day 1 Measurement**					
S1. CVW Manpower in place (% COB vs BA)	98%	B1	90%	86%	80%	80%
S2. CVW Manpower Training Completed (% NEC vs DNEC)	93%	B1	90%	86%	80%	80%
S3. AIMD Manpower in place (% COB vs BA)	108%	B1	90%	86%	80%	80%
S4. AIMD Manpower Training Completed (% NEC vs DNEC)	95%	B1	90%	86%	80%	80%
Overall B-Rating (weighted)	1.41	B1				

CVN-75/CVW-3 PULSE

			Standards			
	Cum Value	**B-Rating**	**B1**	**B2**	**B3**	**B4**
AIMD Support Equipment Capability Rating	1.04	B1	1.09	1.20	1.30	1.40
% FMC Aircraft	80.9%	B1	79%	78%	75%	75%
% MC Aircraft	85.13%	B1	84%	83%	80%	80%
% Non-SE AVDLR Repair Rate (RFI / RFI + BCM)	60.7%	**B3**	70%	65%	60%	60%
% Non-SE AVDLR Adjusted Repair Rate ((RFI / (RFI + BCM - X1))	84%	B1	80%	78%	76%	74%
Non-SE AVDLR Backlog (AWP + AWM)	335	B1	440	500	560	620
Non-SE AVDLR Workable Backlog (Backlog - AWP)	130	B1	150	175	200	201
SE Maintenance Backlog	144	B1	200	225	250	250
Squadron NMCS/PMCS Demands per 100 FH	49.0	B4	25	35	45	45
Total outstanding NMCS/PMCS Requisitions	34.6	B1	47	52	57	57
NMCS/PMCS Issue Effectiveness (%)	87.4%	B1	83%	81%	80%	80%
RPOOL Effectiveness (%)	91.3%	B2	96%	90%	88%	88%
RPOOL Accommodation (%)	40.7%	B2	45%	40%	35%	35%
RPOOL CRITICAL	37.6	**B3**	30	32	38	40
RPOOL ZERO	15.8	**B3**	12	15	17	20

CVN-75/CVW-3 CRUISE 04/05

			Standards			
	Cum Value	B-Rating	B1	B2	B3	B4
AIMD Support Equipment Capability Rating	1.06	B1	1.09	1.20	1.30	1.40
% FMC Aircraft	81.3%	B1	79%	78%	75%	75%
% MC Aircraft	84.44%	B1	84%	83%	80%	80%
% Non-SE AVDLR Repair Rate (RFI / RFI + BCM)	63.2%	**B3**	70%	65%	60%	60%
% Non-SE AVDLR Adjusted Repair Rate ((RFI / (RFI + BCM - X1))	86%	B1	80%	78%	76%	74%
Non-SE AVDLR Backlog (AWP + AWM)	313	B1	440	500	560	620
Non-SE AVDLR Workable Backlog (Backlog - AWP)	112	B1	135	150	175	176
SE Maintenance Backlog	124	B1	200	225	250	250
Total outstanding NMCS/PMCS Requisitions	30.3	B1	47	52	57	57
NMCS/PMCS Issue Effectiveness (%)	86.7%	B1	83%	81%	80%	80%
RPOOL Effectiveness (%)	93.1%	B2	96%	90%	88%	88%
RPOOL Accommodation (%)	51.2%	B1	45%	40%	35%	35%
RPOOL CRITICAL	35.8	B1	40	45	50	50
RPOOL ZERO	15.3	B1	20	22	25	25

CVN-75 AIMD/SUPPLY TSTA NMETL ASSESSMENT

			C2X Standards			
NTA 4.3.2.2 Diagnose and Repair	Cum Value	B-Rating	B1	B2	B3	B4
S1. AIMD Support Equipment Capability Rating	1.14	B1	1.30	1.60	2.05	2.06
S2. % FMC Aircraft	84%	B1	79%	78%	75%	75%
S3. % MC Aircraft	89%	B1	84%	83%	80%	80%
S4. % Non-SE AVDLR Repair Rate (RFI / RFI + BCM)	67%	B2	69%	65%	60%	60%
% Non-SE AVDLR Adjusted Repair Rate ((RFI / (RFI + BCM - X1))	86%	B1	80%	78%	76%	74%
S5. Non-SE AVDLR Backlog (AWP + AWM)	207	B1	300	386	450	450
Non-SE AVDLR Workable Backlog (Backlog - AWP)	129	B1	150	175	200	201
S6. Squadron NMCS/PMCS Demands per 100 FH	47	B4	25	35	45	45
S7. Hours per day NALCOMIS operationally Available to User	21.6	**B3**	23	22	20	19
NTA 4.3.3 Provide Repair Parts (Class IX)	**Day 1 Measurement**					
S1. Range of Deployment AVCAL Onboard (%)	97%	B1	95%	90%	85%	85%
S2. Depth of Deployment AVCAL Onboard (%)	93%	B1	93%	88%	83%	83%
S3. Range of Deployment RPOOL Onboard (%)	98%	B2	100%	96%	92%	92%
S4. Depth of Deployment RPOOL Onboard (%)	96%	B2	98%	94%	90%	90%
NTA 4.3.3.2 Exchange and Return	**Cum Value**					
S1. Total outstanding NMCS/PMCS Requisitions	5	B1	48	55	70	70
S2. NMCS/PMCS Issue Effectiveness (%)	96%	B1	88%	85%	81%	81%
S3. RPOOL Effectiveness (%)	96%	B1	95%	90%	85%	85%
S4. RPOOL Accommodation (%)	40.7%	B2	45%	40%	35%	35%
NTA 4.4.1 Distribute Support and Personnel	**Day 1 Measurement**					
S3. AIMD Manpower in place (% COB vs BA)	100%	B1	90%	86%	80%	80%
S4. AIMD Manpower Training Completed (% NEC vs DNEC)	94%	B1	90%	86%	80%	80%

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:

Command Events

- Represented HARRY S. TRUMAN and HST Strike Group in planning personal and family readiness programs on the newly formed "People Syndicate".

Command Personnel Support Programs

In addition to 74 weekly (underway) religious worship, fellowship and education programs, CRMD offered and supported numerous command wide personal development and education initiatives. These included Basic Living Values Education, the two-session Stress & Anger Management Workshop, and logistic support for several cultural events including the 2004 Martin Luther King, Jr., and a multitude of ethnic Heritage month celebrations.

- Facilitated the National Day of Prayer celebration and the September 11th Patriot Day Observance.

- Planned and coordinated USS HARRY S. TRUMAN's first full-casketed burial at sea. Setting a new standard on the waterfront with casket-release equipment designed by AIMD and implemented during the service.

- Facilitated (3) burial of remains ceremonies and a gun salute / wreath laying ceremony for former President Ronald Reagan.

- Facilitated immediate and follow-on services after the loss of Capt. Franklin Hooks, II, USMC, of Marine Fighter Attack Squadron (VMFA) 115: Memorial Service at the time of the crash, Critical Incident Stress Debrief in the aftermath, and Wreath Laying Ceremony on the return across the Atlantic.

- Received and installed 6-speaker *Surround Sound* audio system for the Truman Cyber Café. Donations included 6 speakers ($1450), a digital receiver and DVD player ($825), and speaker wire & cables ($350). Materials were donated by *Definitive Technology, Denon, Monster Cable,* and *Sound & Vision*, as a result of a Distinguished Visitor tour of CRMD spaces in April 2004.

- Coordinated and presented two three-day Pre-Deployment Brief sessions for more than 3,500 ship's company Sailors/Marines and their families. Organizations presenting briefs were: Fleet & Family Support Center, American Red Cross, Navy & Marine Corps Relief Society, the Truman Support group and Ombudsmen. Multiple briefs were tailored for both married and single personnel.

- Facilitated a "Crew Spirit Celebration"; coordinated by Chaplain Burnette. Crew Spirit was designed to show how we can come together on fundamentals as Americans. The program focused on our nation's heritage and the diversity of America and our unity. Excerpts were read from the Declaration of Independence, Gettysburg Address, Franklin Roosevelt's four freedoms and President Bush's speech on the events of September 11th 2001.

- RPCS McComas facilitated 9 Stress & Anger Management Workshops: 68 ship's company & CVW 3 personnel attended. Sailors learned to identify the stressors which trigger their anger and how to cope with those stressors before they manifest into anger.

Self-Help Issues

- Managed all CRMD facilities and work progress during 2003-2004 Planned Incremental Availability, upgrading computers in the TRUMAN Cyber-Café, upgrading chapel lighting, resurfacing of CRMD passageways, and

maintenance and preservation of 5 additional storage spaces throughout the ship.

- Redesigned the CRMD Indoctrination Course for newly arriving Sailors aboard the ship: revitalizing the Basic Living Values Education segment by engaging senior enlisted personnel as facilitators.

Community Relations Projects

- Completed three successful COMREL projects:
  - 05 July - Carmelite Nuns, Naples, Italy: lawn and garden work, painting, minor structural repairs, 25 participants; impacting the local community by assisting the Carmelite Nuns in providing a place of respite for the youth of the community from drugs and violence.
  - 25 August - Adopt-A-School Project, Rosemont Forrest Elementary, Virginia Beach, VA: lawn and garden work, 23 participants; conducted several days prior to the start of school - supporting the welcoming of students into a new school year.
  - 15 December - Hope Institute Project, Manama, Bahrain: beautification project, 20 participants; painting a wrought-iron fence at a local special-needs school.

Departmental Statistics

- Truman Café / Lounge usage 60,885 personnel; Library usage 83,717 personnel

- 1,007 AMCROSS messages processed; 47 NMCRS cases processed totaling $17,494.34 in loans

- ROF: Total amount of disbursements made to non-profit benevolent organizations $3,575.00

Personnel (Gains, Losses, and Awards)

Gains / Losses:
- RPCS(SW/AW/FMF) Tom McComas reported January 2004 as Department LCPO.
- LT L. G. Mack, III reported aboard June 2004.
- LT C. Cathcart detached June 2004.
- RP2 Gina Campbell reported in June 2004.

- RP3 Justin Williamson reported to CRMD upon advancement to RP3 (from AIR Department) in June 2004
- CDR Doyle Dunn departed in October 2004. CDR Donald Troast reported aboard as Command Chaplain in October 2004.
- RP3 Lonnie McDade reported to CRMD upon advancement to RP3 (from Engineering Department) in November 2004.

Awards:

- RPCS(SW/AW/FMF) McComas was awarded his 3rd Navy Commendation Medal and 5th Good Conduct Medal.
- RP1(SW/AW) Sharon Hay was awarded Outstanding Military Volunteer Service Medal for her inspiring work with American Red Cross and local community agencies. She also received her 4th Good Conduct Medal.
- RP2 Campbell was awarded her 2nd Navy / Marine Corps Achievement Medal and an LOC from OIC, Transient Personnel Unit, Norfolk, VA.
- RP3 Williamson was awarded his 1st Good Conduct Medal.

COMBAT SYSTEMS DEPARTMENT

CS1 Communications Division

- CS1 is currently comprised of 35 enlisted personnel and 1 officer.

CVN75 WORK-UP CYCLE/MEDITERRANEAN/PERSIAN GULF DEPLOYMENT

- Participated in Exercise Majestic Eagle (Jun 04-Jul 04) with deployed units to complete a successful coalition exercise.
- Completed Comprehensive Communications exercise (CCC-19) in three phases: CART, COMPUTEX, and TRANSLANT in accordance with FXP-3. Received an overall grade of 93%.
- Completed the Highly Critical Loss of Faccon (Silent Rider) drill and received a score of 100%. The first carrier in the Atlantic Fleet to receive a perfect score.
- Provided complete support for COMCARSTRKGRU TEN, COMDESRON TWO SIX and the embarked staff of Carrier Air Wing THREE, which included tactical circuit activation, training on message processing, and distribution of cryptographic keying material.

- Constantly maintained and monitored more than 100 voice and data circuits ensuring Strike Group communications efficiency.
- During JMC 043 interoperability exercise, HST activated and maintained connectivity of NATO X11C HF and DAMA broadcast. Truman was the first carrier that participated in JMC exercises to successfully copy this broadcast. Additionally, we standardized and documented the process for ease of activation for other fleet units. These procedures are readily accessible to the entire fleet via the NCTAMS LANT website.
- Connected and maintained more than 150 Video Teleconferences since October 13, 2004 supporting HARRY S. TRUMAN (CVN 75) Strike Group Commander and other theatre commanders.
- Processed more than 175,000 incoming and outgoing messages.
- Currently indicate the following number of personnel are qualified:
  35 personnel qualified in Basic DC
  16 personnel qualified in Advanced DC
  23 personnel qualified in 3M/301
  8 personnel qualified CWO
  15 personnel qualified ESWS
  5 personnel qualified EAWS

ADDITIONAL SCHOOLS/TRAINING ATTENDED

- 3 attended Transmission Systems Technician (TST)
- 3 attended Naval Modular Automated Communications System II (NAVMACS II)
- 1 attended Link 11/16 Testing
- 4 attended Defense Messaging System (DMS)
- 2 attended Electronic Key Management System

NEW SYSTEMS INSTALLED

- Defense Messaging System (DMS) Afloat Ver. 3.0.
- Naval Modular Automated Communications System II SMS Ver. 2.3.3.
- Portable Certificate Authority Workstation.
- ADNS TACLANE Upgrade.

CS2 Information Systems Security

In March 2004, CS2 Division assumed the leadership and management responsibility for Database Support Division, which was originally under the cognizance of CS3, Automated Data Processing Division. CS2 Division now consists of two work-centers, Information Systems Security and Database Support. CS2 musters 17 personnel: one commissioned officer, three chief petty officers and 13 junior enlisted personnel. Accomplishments include:

INFOSEC consists of four personnel: Information Systems Security Manager, Network Security Officer, and two network security vulnerability technicians responsible for maintaining network security to include confidentiality, integrity, and availability of HST information systems.

IDTC - CART II - Scored 92% on Information Assurance Command Control Communications (CCC) Drill.

Computer Network Vulnerability Assessment (CNVA)/Online Survey (OLS) conducted by SPAWAR on the NIPRNET and SIPRNET Local Area Networks.

Installed eight Information Assurance Vulnerability Alert/Bulletin (IAVA/IAVB) software patches on more than 1,000 unclassified and 150 classified IT21 servers and workstations to adhere to information systems compliance standards set forth by Naval Computer Incident Reporting Team (NAVCIRT).

Installed Active Card Gold and Smart Card Reader network application software and replaced 850 unclassified computer keyboards throughout the ship with Cherry Keyboards to facilitate the use of Common Access Cards (CAC) to comply with DOD Public Key Infrastructure (PKI) mandate. Supports authentication, digital signatures, and confidentiality of information sent on the unclassified Local Area Network (LAN).

Participated in four Computer Network Defense exercises covering a span of four days each with Fleet Information Warfare Center Blue Team/Red Team. Maintained proficiency in reporting computer network incidents detected via onboard Intrusion Detection Systems. Notified the Staff

Information Warfare Commander (IWC) and the Chain of Command on the status of activity recorded.

Reaccredited the NIPRNET Local Area Network (LAN) to include the ability to process SENSITIVE UNCLASSIFIED information.

Maintained an impenetrable, virus-free network.

DATABASE SUPPORT

Database Support consists of 13 personnel: one chief petty officer and 12 technicians responsible for providing technical assistance for SECRET Internet Protocol Routing Network (SIPRNET) and the maintenance and repair of 17 Operations and Intelligence Systems.

Installed the Air Combat Online (ACOL) program. This is a replication server that allows the Air Wing to conduct simulations for flight training, formerly called ACTS. This is vital to the Air Wing in their ability to maintain and achieve necessary training qualifications while embarked.

Installed the NATO Initial Data Transfer System (NIDTS) Web-server. Allowed all Wide Area Network users to access the HST Website on NIDTS. This enabled coalition Task Forces to communicate plans and tasking orders with HST Strike Commanders in support of Joint Exercises.

SIPRNET email totals since January are 135,000 inbound and 128,000 outbound.

Relocated and installed the Theater Battle Management Core System (TBMCS) terminal from JFACC to CVIC SIAC to enhance INTEL war-fighting capability with coordination thru COMNAVAIRLANT. In addition, configured the TBMCS server to be compatible with the 5th Fleet Combined Air Operations Center (CAOC), providing mission essential Air Tasking Order (ATO) message transfer capabilities necessary to support Gulf Deployment Operations.

Installed 5 additional NATO Initial Data Transfer System (NIDTS) terminals, 3 for Task Force Command Center (TFCC) and 2 for CDC. (Med/Gulf Cruise 04/05).

Completed more than 1,300 SIPRNET and INTEL Systems trouble calls since April '04.

Restored the Ship's Signals Exploitation Space (SESS) NASPNET laptop computer; which is the only means for communicating compartmented tasking messages to Strike Group units.

Installed and accredited ICC Lite software, which facilitated Harry S. Truman participation in JCA-04/03 (Summer Pulse) and other NATO coalition exercises (June). This software application is the primary communication circuit with NATO forces providing both secure email and telecommunications capabilities.

CS3 Automated Data Processing Division

CS3 is responsible for LAN Administration and the preventive / corrective maintenance on the Unclassified ISNS IT-21 Systems suite. Additionally assists in maintaining numerous special purpose networks and internal work-groups for various departments and responsible for all PC and peripheral equipment repairs. The CS3 division was highly successful during the year as evident by the following:

- Completed PIA '03 in February 2004.
- Participated in Exercise Majestic Eagle (Jun 04-Jul 04) with deployed units to complete a successful coalition exercise.
- Completed TSTA, CART, JTFX, COMPTUEX, and TRANSLANT.
- Completed a Force Level Optimize NTCSS II Server Groom.
- Installed TSIMS (Tactical Ship's Information Maintenance System) in support of trouble calls for all departments to record trouble calls related to hardware or software systems on board.
- Xerox Representative works out of CS3 utilizing a trouble call database to track and record all service calls on 76 different copiers aboard.
- Completed more than 25,000 software and hardware trouble calls from 2 work centers within ADP. PC Repair and Software support for password and initial user access requirements.
- Processed more than 8 million in-bound and out-bound E-mail, supporting the USS HARRY S. TRUMAN Strike Group Commander and other theatre commanders.

- Assisted INFOSEC Division (CS2) with more than 12 IAVA implementations.

CS3 currently musters 1 officer and 21 enlisted personnel, which includes 2 Chief Petty Officers. CS3 supports ship's mission with 1 personnel TAD to incinerator, 2 FSA billets, 1 Safety billet and 1 MAA billet.

- Currently indicate the following number of personnel are qualified:
  26 personnel qualified in Basic DC
  20 personnel qualified in Advanced DC
  23 personnel qualified in 3M/301
  9 personnel qualified ESWS
  3 personnel qualified EAWS

ADDITIONAL SCHOOLS/TRAINING ATTENDED

- 3 attended NTCSS Optimize training

EKMS

- Completed EKMS inspection in July by COMCRUDESGRU TWO Staff with only minor discrepancies.

CS4 Combat Systems Damage Control Division

DC Division consists of two chief petty officers and six enlisted personnel and is responsible for the preventive and corrective maintenance of damage control equipment.

-A 38-person cable team identified 1,969 cableway discrepancies and removal of 261 dead-ended cables with a weight of 5,775 pounds. Actions led to an overall increase of 223 percent of target goal and a savings to the Navy of $300,000 dollars.

- The Departmental 3M Assistant received more than 3,200 2-Kilo's at the Department Head level. Conducted testing on all 3M PQS for 280 personnel and managed the 3M PQS program within the Department. This is a typical years worth of AWR's review based on past accounting.

- Departmental Damage Control (DC) leading petty officer managed more than 750 Damage Control items and two work centers. Created an Access/Excel database containing 750 DC items and spaces. The department DC database greatly

enhanced accountability and management of all eight divisions totaling 175 spaces with the creation of a DCPO space check-off sheet lowering the department's zone inspection discrepancies by 95 percent. Completed March '04.

- Tool issue received a SAT during the AIRLANT Safety center inspection.

- No major hits form INSURV inspection, grade of SAT.

- Disbanded the cauterized DCPO organization and assigned DC responsibilities back to the parent divisions Completed in AUG '04.

- Developed a CS 3M web page in NOV.

CS5 Combat Systems Data Division

CSD division consists of one officer, two chief petty officers and 26 enlisted personnel and is responsible for preventive and corrective maintenance of the ACDS suite, Battle Force Tactical Trainer, Carrier Tactical Support Center, Meteorological systems and 2M-MTRF program.

The ship's Micro-Miniature Module Test and Repair Facility (2M-MTRF) performed 462 miniature and 2 micro repairs, averted or corrected 28 CASREPS, and saved the Navy $1,059,632.87 in estimated repair costs. Developed and validated 2 Gold Disks for Naval Undersea Warfare Center's Gold Disk development program.

During Summer Pulse 2004, ET1 Everett provided onsite technical support to USS MONTEREY to repair their JTIDS Link-16 terminal. His assistance allowed them to resume their duties as ADC Tactical Data Link coordinator. During Operation Majestic Eagle, the ACDS suite provided reliable Data Extraction to enable CCG-4 personnel to compile and generate daily briefing products to Strike Group Commanders. The Carrier Tactical Support Center suite was flawless during Majestic Eagle, COMPTUEX and JTFEX ASW exercises. During Deployment to Persian Gulf, CVTSC suite was utilized to support Maritime Interdiction Operations.

The ACDS suite's software was upgraded at the end of PIA-03. The Navigation Simulator for the Battle Force Tactical Trainer (BFTT) was modified to provide TRUMAN with the

capability to conduct BFTT scenario training at sea. The SMQ-11 antenna and sponson were refurbished. While in port Bahrain, CS54 personnel performed the installation and alignment of the slip ring assembly on the SMQ-11 antenna.

Significant Personnel Accomplishments:
FCC Pilkington awarded Oustanding Volunteer Service Medal
FC1 Wert selected as SOQ for 3 quarter 2004
FC2 Blythe awarded NMCAM
ET2 Bryant qualified ESWS and EAWS
FC3 Stanley qualified ESWS and EAWS
ET3 Goulet awarded NMCAM, also selected Dept JSOQ for 2nd quarter 2004

CS6 Ship's Surveillance Command and Control Division

SSCC division consists of one officer, two chief petty officers and 30 enlisted personnel and is responsible for the preventive, and corrective maintenance of the ship's eight major radar systems, IFF, and the Navigational systems suite.

Flawlessly maintained the SPS-48, SPS-49, SPN-43, SPN-41, SPN-46, SPS-67, RASCAR, and FURUNO, NAVSSI, WSN-7, IBS and IFF systems, permitting safe navigation and safety of flight throughout the workups and deployment. Projected Operations 45,000 miles traveled, 21,000 flight hours and 8,000 traps, of which all flight hours and traps are in a combat environment.

CS7 Ship's Self Defense Systems Division (SSDS)

SSDS division consists of one officer, two chief petty officers and 24 enlisted personnel and is responsible for the operation, preventive and corrective maintenance of the ship's self-defense weapons systems.

Major accomplishments include:

-2 successful MISSILE EXs to include a dual salvo stream raid.
-4 successful TDU shoots
-30 PAC Fires
-45 detect-to-engage tracking exercises
-Excellent Explosive Ordnance Handling Program, safely completing forty-one flawless NSSMS missile uploads, and numerous movements of CIWS 20mm ammunition.

CS9 Telecommunications Maintenance Division.

CS9 division consists of one officer, two chief petty officers, and 36 enlisted personnel responsible for the maintenance of the ship's communications suite. This includes HF, UHF, VHF, EHF, SHF, SATCOM, Telephones, Televisions and Portable communication equipment.

The communications suite supported Commander Harry S. Truman Strike Group, Destroyer Squadron 26, and Carrier Air Wing 3 during Summer Pulse 04, COMPTUEX, and Majestic Eagle. Additionally, supported all staffs during Joint Maritime Course, Operation Iraqi Freedom, and Maritime Security Operations during the 2004/2005 deployment. Communication systems were maintained at near 100 percent operability.

Ensured the CONUS & MED/GULF POTS lines were available throughout the deployment to meet all operational requirements.

Maintained and optimally used the C-Band Satellite Television System through the TV Direct to Sailor Program (DTS). This allowed for uninterrupted television coverage in the MED & GULF. Ku-Band Dish was used to pick additional "free-to-air" Channels using 10 newly installed receivers on satellites 13 East & 26 East.

Added 3 televisions modulators in the 23TV rack to allow for displaying two ISIS channels and VMS on the 14TV system. Incorporated ILARTS and GBS feeds into the 14TV to allow for viewing of the flight deck and FOX News. This feature enhanced crew morale and allowed for up-to-date information through news broadcast.

Upgraded the VTC system onboard from the Picture Tel System to the TANDBERG VTC System. There are now two VTC systems installed (one in SUPPLOT & one in Flag B&A). Having two VTC's allowed for either JWICS or GENSER conferences in associated spaces. The use of both systems increased TRUMAN's ability to disseminate real-time information in support of combat operations.

Upgraded the TFCC suite from a 3 Synelec Cube System to a 12 Synelec Cube System. The upgrade of the system allowed for viewing multiple video sources more than 12 50"

screens, which increased war-fighting capabilities for the Tactical Flag Command and Control Center.

Supported coalition forces communication abilities by installing a STU-II phone in the DESRON 26 Planning Cell. This was the first Strike Group with the ability to communicate directly to coalition leaders via a secure link. The installation involved running new cable from Radio Central to the Planning Cell, as well properly configuring TIMEPLEX on the ship and Bahrain.

Installed KY-68 Secure telephone system in the Commander, HARRY S. TRUMAN Strike Group Stateroom, providing direct communication to the Combined Air Operations Center in order to support Operation Iraqi Freedom.

Continued operating with the proto-type AN/WSC-3 (V)11 "Have Quick" A20 module field change. The field change provides radios with accurate time of day updates through the AN/WSN-7 and permitted 100 percent operational "Anti-jam" communications in support of strike operations during Summer Pulse 04, Mediterranean Sea/Arabian Gulf Deployment, and Operation Iraqi Freedom.

Installed additional VHF bridge-to-bridge radio in AUXCON to allow for simultaneous communication through multiple VHF stations during RAS or restricted maneuvering.

Installed the Automatic Identification System (AIS). The system allows positive identification of merchant vessels operating in vicinity of the ship. The system provided Strike Group and DESRON Staff enhanced situational awareness in support of Maritime Interdiction Operations (MIO). The system also provided Bridge watch standers the ability to communicate more efficiently with vessels improving safety of navigation.

Upgraded hardware to NAVMACS with the SYQ-26 Defense Messaging System (DMS). This commercial off the shelf system consists of 5 Pentium III computers (upgraded from two 386 computers), which operate the NAVMACS system and the Top Secret, Secret, and Unclassified message servers.

Installed Joint Tactical Terminal (JTT) AN/USQ-151 Satellite communications system, commonly referred to as joint tactical terminal-maritime (JTT-M). This system includes the USC-62(V)1(C) it is comprised of controlled

cryptographic items (CCI). JTT is a subsystem of covering AN/USQ-151 shipboard satellite communication system. It derives the subsystem designation from the fact it depends on the other equipment or systems to perform its intended function. JTT replaced (TRE), (TIBS), (TIU), (MATT), and (CTT). JTT also provides MIL-STD-188-181/182/183, General Purpose Link (GPL), Demand Assigned Multiple Access (DAMA), 5 KHZ, and UHF SATCOM modem capabilities and setup for network in both LOS and SATCOM modes of operation.

Removed HF narrowband rack and two receivers associated with NITES 2000. With install of NITES 2002 system HF receivers were no longer required as a back-up system.

DECK DEPARTMENT

The beginning of 2004 saw USS HARRY S. TRUMAN in the Norfolk Naval Ship Yards (NNSY). The Sailors of Deck Department worked diligently putting the final preparations on all spaces, sponsons and weather decks. Boatswain's mates and deck seaman worked closely with the civilian shipyard workers to ensure the ship stayed on schedule for its upcoming sea trials.

Deck Department played a vital role in TRUMAN's sea trials. On the morning of Friday, February 13, 2004, the department mustered on-station at 5 a.m. to set sea and anchor detail and pull out from NNSY to begin the transit back to homeport at Naval Station Norfolk. After a safe and efficient line handling evolution, the ship was safely on its way with Deck Department's master helmsmen at the wheel guiding the ship out of the narrow docks of the shipyards.

The transit from the shipyards to Pier 14 at Navy Station Norfolk lasted four days. It was the first underway period for Deck Department, and TRUMAN as a whole, in more than six months. The short underway period was used to help seasoned Sailors get back into the routine of underway life, but more importantly it was utilized as an opportunity to train new Sailors. Deck seamen received training in both line-handling and underway replenishments. Sailors also had a chance to get qualified in watch-standing at the helm and lee helmsman consoles.

On February 16, 2004, TRUMAN pulled back into homeport. The Navy warship had not been moored at Pier 14 since early the

previous summer when it departed for the shipyards. The ship would not be in port very long before its next scheduled underway period to begin the work-up cycle and prepare for the upcoming deployment.

From February 23 to March 5, TRUMAN was underway for flight deck and carrier qualifications. Although the underway period was mainly focused on flight operations, Deck Department's senior leadership continued to facilitate training for the junior Boatswain's Mates and deck seaman. During this time, Deck Department took part in its first underway replenishment since before the shipyards. When the qualification process was complete, TRUMAN and her crew once again returned to their homeport.

The ship and her crew went underway once again from April 6 to April 29. Concluding on this period was the Tailored Ship's Training Availability or TSTA, program. The program's objective was to test the ship's ability to defend itself while conducting flight operations. The ship was graded as a whole in seamanship, navigation, engineering and damage control. Deck Department successfully passed one of the most intense inspections from the Navy's Board of Inspection and Survey (INSURV). Spaces were graded on general cleanliness and up-to-date maintenance. Deck also shined during this underway period through both its junior and senior personnel. Sailors from Deck Department were graded on how they performed during general quarters drills and underway replenishments. Deck Department, as well as the entire ship, excelled during TSTA and FEP, but this would not be the last time they would be under the eye of INSURV.

After TRUMAN returned from their extensive evaluation at sea, there was not much time before the next inspection. INSURV arrived on May 17 for a week-long inspection of Deck Department's in port equipment. Deck Department's boat and aircraft crane was weight-tested. The primary and auxiliary hooks of the boat and auxiliary crane both passed. TRUMAN's maintenance material management system was also tested. Deck Department exhibited their proficiency in 3M, as well as the extensive training each Sailor of the department receives from the day they check into the department until the day they leave the ship.

The fist leg of the June 2 underway period kicked off with the Composite Training Unit Exercise (COMPTUEX). The main

objective of COMPTUEX was to ensure that the ship and her crew were ready to deploy. The program tasked TRUMAN with conducting strike operations while simultaneously defending the ship. Deck Department's role in COMPTUEX was to complete an underway replenishment (UNREP) during flight operations. Beginning on June 5th, the ship participated in the Maritime Integrated Tailored Training program. The training exercise was focused on team building. Deck Department's lookout watches employed all the training they received up to that point; lookout watches were vital during the war games.

On the morning of June 27th, Marine Pilot Capt. Franklin Hooks II was lost at sea during TRUMAN's Atlantic transit to support *Summer Pulse '04*. Deck Department was instrumental in the launch and recovery of the rigid hull inflatable boats to recover any parts of the downed aircraft to determine the cause of the crash.

Besides the war games that took place during this surge, Deck Department stayed gainfully employed with training exercises and the general preservation of spaces that are usually associated with out-to-sea life in Deck Department. One major highlight was the renovation to the ship's forecastle. The department's first division Sailors worked diligently repainting the space bringing it from strictly a line-handling and work-space to a ceremonial area that was recognized by the commanding officer, Capt. Michael Groothousen, as "an example of workmanship that really embodies the pride that we all have in this great Navy warship."

Deck Department's master helmsmen were tapped to navigate the ship through the Straits of Gibraltar while the ship was making her way to the Mediterranean Sea. The skills the master helmsmen acquired by learning under instruction of other Deck master helmsmen allowed the ship to pass through such a narrow and hazardous location. As the master helmsmen navigated the ship by the Rock of Gibraltar, it took TRUMAN one-step closer to reaching its destination of the liberty port of Naples, Italy.

While in Italy, crewmembers enjoyed a much-appreciated break after being out to sea for the longest period in more than a year. Deck Department accomplished an anchoring, and tied-up liberty, sewage and trash barges to the ship with recognized proficiency. The department's duty

sections stood anchor and liberty-barge watches. At the end of the port visit, deck's master helmsmen guided the ship back through the Straits of Gibraltar to begin the *Medshark/Majestic Eagle Exercise* off the coast of Morocco. The operation would test the capabilities of the ship's reaction and readiness and also be another test for deck's watch-standers.

During *Majestic Eagle,* six other U.S. Navy ships joined TRUMAN to become familiar with NATO procedures and gain greater flexibility to the fleet as a whole. Deck Department assisted the ship in the search for "the enemy" in the war game.

As *Summer Pulse* came to a close, the department worked diligently on preservation and maintenance of spaces until arriving at Naval Station Norfolk.

Once the ship moored to Pier 14, it wouldn't be long before the ship would pull back out for carrier qualifications. TRUMAN played host to CARRIER AIR WING 8 during the qualifications. It was a short underway period lasting only five days. Once the ship was moored to the pier, the command recognized pre-deployment stand-down.

On Sept. 14, the crew started the pre-deployment leave period. Sailors and Marines stationed with TRUMAN used the period to spend period with friends and family members before setting out on deployment.

On October 13, 2004, USS HARRY S. TRUMAN got underway from homeport Norfolk to embark on her third deployment to take part in *Operation Iraqi Freedom*. The work-up cycle combined with training from senior leadership greatly prepared TRUMAN's Deck Department to safely get the Navy warship underway that early autumn morning.

Souda Bay, Crete, was the first port visit on the ship's third deployment. TRUMAN pulled in on Friday, November 5. The enlisted brow became loose from the ship and fell to the pier and many deck Sailors came back to the ship to help put the brow back in place. Deck department worked closely with the civilian heavy equipment operators to reconnect the brow without incident. Once the brow was restored to its proper place, the crew enjoyed five days of relaxation while in the liberty port until deck heaved in

the mooring lines on November 10 to continue on toward the Suez Canal.

During the passing of the Suez Canal, deck's master helmsmen navigated the ship through one of the most dangerous areas a Naval vessel could ever encounter. Other deck Sailors manned the stern dock to help escort canal pilots aboard. The majority of Deck Department stood by on the RHIB boats davits for almost 48 hours in case there were any mishaps.

Once in the Persian Gulf, Deck Department stepped up training. Within one month, the majority of the twenty new Sailors in deck were qualified in their watch-standing personnel qualifications standards, or PQS. This rapid qualification helped TRUMAN stay safe and perform its mission while on station.

Manama, Bahrain, was the second port-call for TRUMAN. Deck Department safely anchored the ship and moored liberty and waste barges to the ship. Deck's Sailors stood anchor and liberty barge watches similar to those in Naples, Italy. When it was time to leave Manama, deck pulled out from anchorage and set out to continue to patrol the Gulf in support of the global war on terrorism.

At the end of 2004, USS HARRY S. TRUMAN was underway in the Persian Gulf maintaining peace in the region. TRUMAN's Deck Department successfully completed 17 underway replenishments, 12 anchoring evolutions and 17 line-handling evolutions in '04. All of the deck evolutions were completed to help TRUMAN complete all the goals and qualifications set in front of her.

DENTAL DEPARTMENT

The department consisted of five officers and 12 enlisted staff. CDR Linda K. Nesbit was the Department Head and DTCS Louis V. Ferraro was the Department LCPO. The following paragraphs provide a breakdown by Fiscal year Quarters, starting with the second quarter of FY04 and ending with the first quarter FY05. During CY-2004, 45,340 clinical procedures were performed during 13,071 patient visits at a civilian dollar value of $2,156,921. The treatment completed included 6,492 dental exams, 4,250 fillings, 2,052 cleanings, 1,114 tooth extractions and 90 root canals. Two laboratory technicians completed 157 laboratory

procedures, including 43 crowns and bridges and 25 partials. Major equipment purchases include a digital radiographic panoramic machine, film processor, 15 high speed and slow speed handpieces.

2nd QTR FY04

USS HARRY S. TRUMAN left NNSY Portsmouth, VA., after a six-month yard period on February 11, 2004, and completed a five-day shake down, before completing the port change to Naval Station Norfolk on February 16, 2004. The five days out at sea were filled with General Quarters and ship-wide testing, which accounted for numerous losses of man-hours towards patient care. TRUMAN went underway for a two-week period for flight deck certification and preparations for upcoming in port evaluations. Although production increased while at sea, the dental crew once again was faced with many challenges such as numerous General Quarters and Mass Casualty drills.

Despite all the obstacles the crew encountered we still maintained Operational Dental Readiness just slightly above 92% (92.03%) by completing class 4 patients and targeting treatment toward class 3 patients. We came extremely close to our goal of 250 Class 3 dental patients (251 - down from a high of 317 Class 3 patients at the beginning of the quarter) by the end of second quarter FY-04. This team effort was accomplished through the dedication and hard work of the entire crew. ODR will continue to rise, but unfortunately not at the pace we are accustomed to, due to the implementation of the current BUMED dental classification guidelines and numerous personnel reporting aboard as dental class three. One item that may work against dental readiness while underway is the increased operational tempo, including almost daily General Quarters and Mass Casualty drills, due to new surge initiatives mandated by the Secretary of Defense.

Congratulations: DT3 Frazier was awarded his ESWS pin.

New Arrivals: Welcome aboard to DN Bullard, DR Easter, DR Jones

Departures: DT3 Tisdale

3RD QTR FY04

USS HARRY S. TRUMAN began preparing for FRP (Fleet Response Plan) the first Aircraft Carrier leaving a PIA to test the CNO's new initiative. It started with a month long at sea with TSTA (Tailored Ship's Training Assessment) and FEP, filled with General Quarters (16) and ship-wide testing, which accounted for numerous losses of man-hours towards patient care. The "INSURV" team came aboard for a weeklong inspection of the entire ship, which also included a one-day out to sea period. TRUMAN got underway June 2nd, for Summer Pulse 2004, which included COMPTUEX I/II and a trip across the Atlantic Ocean. As usual, production increased while at sea, the dental crew once again was faced with many challenges such as, numerous General Quarters UNREPS, vertical replenishments (VERTREPS), Flight Operations, and Mass Casualty drills.

Despite all the obstacles the crew encountered we still maintained Operational Dental Readiness just slightly above 91% by completing class 4 patients and targeting treatment towards class 3 patients.

Congratulations:
USS HARRY S. TRUMAN Battle "E" Winner
DT3 Frazier was awarded his EAWS pin
DT1 Kuedituka was awarded ESWS and EAWS pin

New Arrivals: Welcome aboard to DT2 Thompson and LCDR French.

Departures: LCDR Long, DT3 Moreno

4th Quarter FY04

As FY04 drew to an end USS HARRY S. TRUMAN completed another extremely challenging and rewarding quarter. Production was high during July since the ship was underway for the second month during the Summer Pulse exercise. Production for August and September decreased due to personnel maximizing leave prior to deployment. Digital radiography was not installed during this period due to the proximity to our deployment but we hope that installation will be accomplished soon upon our return. ODR has remained steady varying between 91-92% even though the department was short staffed by one general dentist. We are presently fully staffed for deployment as we welcome LT Adam Clock from NDC Midlant, LT Cheri Smiley from NDC Southwest and DT1 Tina Upshaw, RDH from NDC Europe. LT

John Hoyos transferred to NDC Midlant after contributing 25 months of diligent work to the USS Harry S. Truman and DT1 Kim Davis, RDH, transferred to NDC Europe after 40 months of providing excellent hygiene care.

The Dental Department realized numerous successes during the fourth quarter:

1. DT1 Sheldon Riddick selected for the Truman Foundation Buck Stops Here Leadership Award.
2. DT1 Kinkela Kuedituka selected as Supervisor of the Quarter.
3. DT3 Yashonda Gasque CAPed to DT2.
4. LCDR French was awarded the Navy Commendation Medal.
5. DT1 Riddick, DT1 Kuedituka, and DT1 Upshaw were each awarded Navy Achievement Medals. Additionally, DT1 Upshaw was also awarded a Flag Letter of Commendation.
6. DT2 Gasque received her third Good Conduct Medal, and DN Walker received his first Good Conduct Medal.
7. DT1 Riddick and DT1 Kuedituka selected, initiated and advanced to DTC.
8. Department successfully passed the DRI with a C-1 grade.

USS Harry S. Truman was underway for one week during September for carrier qualifications (CQs) and the 3-M assist visit. DA Easter successfully passed his spot check for the assist visit. His spot check was one of 50 that received a passing grade.

Equipment and supplies are adequate. The Dental Department is ready to deploy.

1st Quarter FY05

The first quarter of FY 2005 presented itself with several challenges. The hard work and dedication of the Dental Department personnel lead to an extremely productive and rewarding quarter. After a slow start due to the pre-deployment POM period the demand for dental treatment skyrocketed. Among the multitude of challenges overcome were the last minute loss of the oral and maxillo-facial surgeon due to a medical problem, unplanned loss of the dental hygienist in November, and the Air Wing checking onboard with an Operational Dental Readiness (ODR) of 66% (93 Class 3 patients and 468 Class 4 patients). CAPT Gherardini volunteered to fill the oral maxillo-facial

surgeon billet with only four days notice before leaving on deployment. The department will be forever grateful for his dedication and enthusiasm. We are still awaiting the arrival of a replacement hygienist. During this quarter we brought ship's company on line with the 12 month recall vice a 13 month recall in preparation for installation of DENCAS and increased the Air Wing ODR to 87% by reducing Class 4 patients to 26. The negative outcome of performing all the Air Wing examinations is an increase in Class 3 patients to 203.

Other challenges were the usual ones; such as, general quarters drills, personnel donations to working parties, berthing cleaners and smoking sponson cleaners. We continue to work on standardization of patient readiness classification and production credits between providers. The department receives excellent support from the senior leadership of CVN 75 and Carrier Air Wing 3 in support of dental readiness. Dental readiness is definitely considered an important aspect of battle readiness. Bravo Zulu to the dental crew for their hard work and dedication to patient care.

Important personnel accomplishments:

1. DN Bullard and DN Walker were frocked to DT3.
2. DT1 Upshaw, before her departure, was able to qualify for her enlisted surface and air warfare specialist pins.
3. Three new fathers, CAPT Gherardini and LT Clock have new sons, and DT3 Frazier has a new daughter. Congratulations to them and their spouses.

We bid farewell to a valuable member of the USS Harry S. Truman dental team when DT2 Gasque transferred to NDC Mid-Atlantic in December after three years of dedicated service to the Dental Department and USS Harry S. Truman.

HST is preparing for the 3M inspection scheduled during January 2005. Supplies are adequate. Equipment is functional with one notable exception; the panoramic X-ray machine is producing poor quality radiographs. This issue is being addressed with difficulty due to location of the ship and lack of trained support onboard. We received the digital panorex and the intraoral sensors but none of the computer equipment for digital radiography. Installation is currently impossible since a ship alteration is

required. Planning is ongoing for installation of equipment as soon as possible upon return to homeport.

Morale of the crew is high. The department is capable and ready to provide patient care for the rest of the deployment. In the words of our namesake, we are ready to "Give 'em Hell".

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). Five Principal Assistants oversee the operation of these divisions for the Chief Engineer: The Auxiliaries Officer (A), The Electrical Officer (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, Deck Department, as well as Engineering Department and others as required.

Auxiliaries Division

- Supervised the ship's waste management program, producing 9,745 plastic "pucks" more than the course of the year.

- Completed 2,362 hours of trouble calls for air conditioning, refrigeration, steam and heat, and all other associated hotel services.

- Produced approximately 7,500 gallons of liquid oxygen and liquid nitrogen

3-M

- The command, as a whole conducted in excess of 192,000 Preventive Maintenance Actions. Conducting well more than 4,570 Spot-checks to determine the Accomplishment Confidence Factor of 94.2% a figure exceeding the Minimum standard set by COMNAVAIRFORCE.

- Conducted Indoctrination training for 1,175 newly reported personnel. Giving them the Basics upon which to build a resoundingly successful maintenance philosophy.
- In preparation for the September COMNAVAIRFOR 3M Assist visit developed and conducted a Self-Assessment to determine the needs for training and assistance from the TYCOM inspectors. All 135 work centers were assessed using their standards set forth in TYCOM publications. Conducted Spot-Check training to more than 287 Officers, CPOs and 1st Class Petty Officers.
- Immediately after the Force revision installed in October the 3M office conducted an additional 3M Self Assessment in preparation for the ship's first Assessment in more than 2 years. This Self-assessment included a self-critical Spot-check with imbedded training for the work center and a comprehensive review of the work center's Planned maintenance program manual, schedules and MDS reports.
- Revamped and deployed new Test Banks for the Departmental 3M Assistants to use in their training and testing plans.
- Installed SKED 3.1 and insured all work centers were converted 3 weeks ahead of schedule - well in advance of the scheduled Force Revision incorporation date.
- Processed in excess of 260 Feed Back Reports an increase of more than 380%. Fully attributable to the installation of SKED 3.1 and it's imbedded Feedback Wizard making submission a few keystrokes and all electronically signed and processed from inception to final resolution.
- Provided training to 3M Assistants on the constantly changing face of 3M maintenance. Many changes have occurred in the Instructions governing the 3M program within the past 12 months, including the rewrite of the OPNAV instruction and NAVSEA assuming overall control of the day-to-day functioning of the 3M programs.
- Conducted weekly training to more than 386 personnel in the last 2 quarters of the year for work center personnel in Spot check and OMMS-NG areas. Individual sessions were conducted to more than 46 work centers, again in preparation for the command's assessment.
- Extended the existing Zone Inspection program out to 12 Zones instead of the existing 8 in an effort to

improve both the quality of the inspection and the spaces overall. By extending the present number out to 12 zones this reduced the number of spaces each inspector was required to look at, thus improving the quality of Inspection and ultimately the material condition of the space itself. There has been a marked improvement of the material condition of the ship since the inception of this revision.

Repair Division

- Completed 3 BFIMA items with more than 60 man-hours in support of attached units with 100% completion rate.
- The Repair Division Pipe Shop contributed significantly to TRUMAN's morale and quality of life. Completed 2,436 trouble calls expending 11,183 man-hours, accomplishing more than 95% of the trouble calls with in 24 hours of reporting. Coordinated with outside contractor to chemically clean 90% of the Collection, Holding, and Transfer system piping with minimal impact to the crew.
- Installed, fit-up, and brazed more than 300 feet of piping to facilitate the installation of 7 new hot water heaters; a job normally reserved for shipyard contractors.
- Fabricated 3 Shaft Sealing water strainers for the ship's propulsion shaft complex.
- Replaced 40 feet of potable piping in the Main Propulsion spaces restoring the potable water system to full operational status.
- Conducted numerous braze repairs. Most notably to AFFF Station #17 and a JP-5 purifier.
- The Repair Division Machine Shop manufactured repair parts and tooling, as well as Locksmith services for more than 225 maintenance actions.
- Conducted an emergent repair to the Bow Catapults' steam supply cross connect valve allowing continued operation of all catapults in support of Summer Pulse '04.
- Accessed and refurbished 11 high security containers assisting the ship's Security Manager and embarked Staffs in maintaining all classified material secure at a cost savings of $75,000.
- Overhauled 10 Fire pumps, 4 Chilled Water pumps, and 4 Sanitation pumps at a cost avoidance of $150,000.

- Refurbished 3 sets of slip rings for 400 Hz special frequency motor generators.
- The Repair Division Welding and Sheet Metal Shop performed 123 weld repairs to piping systems, valves, and flanges for a cost avoidance exceeding $330,000. Repairs encompassed:
- 5 Nuclear Level-I and 16 Level-I valve replacements and 5 P-1 piping welds to propulsion plant steam system piping.
- Replace 44 square feet of High Tensile Steel decking in 5 spaces to allow outside contractors to install new deck coverings.
- Conducted an emergent weld repair to #4 Catapult hydraulic piping in less that 16 hours restoring the Launch and Recovery system to full operation status.

QA Division

- Reviewed / issued a total of 135 controlled work packages
- Reviewed / issued 101 controlled work packages in support of Level 1 valve repair
- Reviewed / issued 6 controlled work packages in support of Nuclear Level 1 valve repair
- Reviewed / issued 2 controlled work packages and provided NDT support for the cut out and replacement of 2 Nuclear Level 1 valves
- Reviewed / issued 3 controlled work packages and provided NDT support for the cut out and replacement of 3 Level 1 valves
- Reviewed / issued 1 controlled work package and provided NDT support for the repair of #4 catapult hydraulic launch valve
- Issued 10 controlled work packages for weight tests on chain hoists and safety nets
- Reviewed / issued 2 controlled work package and provided NDT support for the installation of 2 padeyes
- Reviewed / issued 6 controlled work package and provided NDT support for the repair of 6 P-1 piping systems
- Performed more than 100 Quality Assurance Surveillances
- Provided more than 200 hours of QA training and qualified more than 450 Sailors QA Craftsman

- Performed more than 60 ultrasonic inspections of qualification braze assemblies qualifying 12 brazers

MSC Division

During 2004, Truman's Maintenance Support Center (MSC) provided superb customer service. Accomplishments include:

• Customers served	3,924
• Supply requisition verifications	3,459
• Aperture Cards received	75
• Drawings received	156
• Technical manuals received	480
• Technical manual changes	1,546
• Configuration changes	437
• Problem worksheets processed	670
• COSAL Feedback Reports processed	72
• Average customer waiting time (minutes)	11.1
• Man-hours expended for customer support	56,005

Electrical Division

E Division's major projects include:

- The rewound of more than 12 shipboard and 5 strike group motors for other commands.
- The rebuilding of 1MC control cabinet and associated microphone control stations with NAVSEA, following a Class 'C' fire in the system.
- Responded to more than 1,880 trouble calls and 8,000 hours of trouble shooting equipment and systems.
- Electrically safety checked more than 1,700 personal items through Electrical Tool Issue safety shop.

Damage Control Division

- Damage Control trained and qualified 1,080 ships personnel in basic Damage Control 301-306.
- Damage Control held training for Advance Damage Control 307 to 313 for 480 Ships personnel.
- Damage Control administered 1,500 exams for Advanced Damage Control

- ED01 AFFF systems shop completed more than 3,000 man-hours of maintaining the ships Firemain and 20 AFFF systems.
- ED41 Damage Control Petty Officer Shop completed more than 250 man-hours maintaining the ships 12 Halon system and 10 APC systems. They cleaned more than 150 AC Filters for Ships Company. Held more than 360 hours of training to ship's DCPO's, on maintenance of Damage control equipment.
- ED02 Repair Locker shop completed more than 300 man-hours in maintaining 10 Repair lockers and 4 Decon lockers.
- ED03 SCBA shop completed more than 8,000 man-hours maintaining more than 1,500 SCBA Packs and 3,000 SCBA Bottles.
- Damage Control Training Team conducted more than 15 General Quarters and 25 ASFP drills.

INTELLIGENCE DEPARTMENT

In SEAPOWER 21, the Chief of Naval Operations (CNO) emphasized persistent and synchronized battle space intelligence, surveillance, and reconnaissance (ISR) tasking, processing, exploitation and dissemination (TPED) as core capabilities of the Navy's transformation plan. In 2004, HARRY S. TRUMAN's Intel Team superbly demonstrated these skills and continued a tradition of excellence by carefully manning, training, and equipping for success. Following a six-month yard period at Norfolk Naval Shipyard in Portsmouth, Virginia, TRUMAN Intel emerged as a state-of-art powerhouse ready to train and develop the necessary tactics, techniques, and procedures to support an embarked Strike Group Staff, Destroyer Squadron Commander, and Air Wing. The Intel Team quickly established itself on the waterfront when it received an outstanding evaluation of its Sensitive Compartmented Information Facilities (SCIFs) from SSO Norfolk. Shortly thereafter, Intel Department was spotlighted when it received a 93% score from the Board of Inspection and Survey (INSURV) for its maintenance, operation, and preservation of critical equipment and spaces. In Summer 04, TRUMAN's Intel Department earned a rare B-1 rating from Commander, Carrier Group 4 during Composite Training Unit Exercise/COMPTUEX. Prior to deployment, the Intel Team showed the trademark of a champion by again earning a T-1 rating, this time from Tactical Training Group, Atlantic during Joint Maritime

Course-04-03. In October 04, HARRY S. TRUMAN deployed to the Arabian Gulf to prosecute the global war on terrorism (GWOT) by participating in Operation *IRAQI FREEDOM*. Through focus, intensity, and dedication, Intelligence Department drove operations, improved situational awareness, and delivered the highest quality products.

Advancements: LCDR Vince Kapral, Assistant Intelligence Officer, was selected for Commander.

Awards: LCDR Vince Kapral was awarded the Meritorious Service Medal for his leadership and management of special access programs. LCDR Chris Jones received the Defense Meritorious Service Medal for his performance while assigned to the Defense Intelligence Agency.

Reenlistments: LICM (SW/AW) Lynn Levins reenlisted and chose to continue his naval service.

New Arrivals: LCDR Chris Jones relieved LCDR Vince Kapral as the Assistant Intel Officer in November. Intel Department also welcomed its first Departmental Yeoman: Seaman Shereka Dabney.

Chain of Command: Intelligence Department is led by CDR Larry Stein. His Principal Assistants are LCDR Chris Jones (AIO) and LCDR Scott Norr (Photo Officer). Intel Department's Leading Chief Petty Officer is LICM (SW/AW) Lynn Levins.

OP Division. Throughout 2004, the TRUMAN Visual Information Multi-Media Center (VIMMC) provided outstanding support to Commander, Carrier Strike Group TEN, USS HARRY S. TRUMAN, Carrier Air Wing THREE, and the entire TRUMAN Strike Group. The TRUMAN VIMMC, the most technologically advanced multi-media center afloat, effectively pooled the talents of three ratings, PHs, LIs and DMs, into one division creating a "one-stop shopping" for its customers base.

Established prior to the 2003 deployment, VIMMC continued to be a success story and serves a model for other aircraft carriers to emulate. In September 2004, RDML T. McCreary, Chief of Naval Information (CHINFO), visited TRUMAN VIMMC to see first hand how successful this new streamlined visual communication division was organized and operated. Of special note, LCDR Scott Norr, Photographic Officer, and

PHC(AW/SW) Wayne Edwards, VIMMC Leading Chief Petty Officer, were hand selected by CHINFO as the carrier fleet representatives for his "Way Ahead" Team. The "Way Ahead" Team was chartered to research new solutions in streamlining the officer and enlisted media billets (both sea and shore).

VIMMC flawlessly completed its 2003/2004 Planned Incremental Availability (PIA), rehabilitating and modernizing 22 divisional spaces; totaling more than 16,000 ship's force man-hours. During this six-month availability, the Photo Lab and Print Shop were upgraded with more than $250,000 in state-of-the-art digital printing equipment, firmly establishing TRUMAN VIMMC as the most high-tech carrier afloat.

Immediately following PIA, TRUMAN VIMMC personnel performed flawlessly during sea trials, an intense fleet readiness training cycle that included TSTA, COMPTUEX, Summer Pulse "Surge EX", and NATO Exercise MAJESTIC EAGLE. Although the VIMMC experienced a large personnel turnover during the year, intense training coupled with strong mentorship quickly allowed the new personnel to establish themselves in their new roles. 2004 also brought an end to the Tactical Air Reconnaissance Pod System (TARPS) program for the F-14 TOMCATS. All VIMMC TARPS machines, chemistry systems, and film enlargers were officially deactivated and phased out.

VIMMC specific accomplishments for 2004 include:

- Documented and electronically transmitted 4,100 "select" images to Chief of Navy Information documenting TRUMAN's PIA, sea trials, COMPTUEX, "Summer Pulse" surge deployment, NATO Exercise MAJESTIC EAGLE, and Arabian Gulf deployment in support of OPERATION IRAQI FREEDOM.

- Received a grade of B1 during COMPTUEX for psychological warfare printing operations. This grade was the highest ever received by a carrier Print Shop. Commander, Carrier Group FOUR lauded the VIMMC PSYOPS printing operation as "The best I have ever seen!"

- Printed more than 35,000 psychological warfare Maritime Intercept Operation (MIO) handbills in direct support of OPERATION IRAQI FREEDOM.

- Printed more than 7.1 million impressions and completed 2,320 engraving requests during 2004.

- Awarded the 2003 Chief of Naval Information Merit Award (Honorable Mention) for TRUMAN's 2002/2003 wartime deployment cruise book.

- Earned the coveted cover and six additional pictures in the October 2004 edition of "All Hands" magazine, *Any Day in the Navy Special Edition*.

- Documented the visits of more than 150 foreign and U.S. dignitaries, including members of the U.S. Congress and House of Representatives, Ambassadors, foreign military, NATO and defense leaders, in support of TRUMAN's Distinguished Visitor Program.

- The Chief of Naval Information announced the rating mergers of Photographer's Mate, Journalist, Lithographer, and Draftsman into a new Navy rating, Mass Communication Specialist. This merger will take place in 2006.

2004 was a year of great achievements in the VIMMC as our Sailors continued their professional and personal development. Significant accomplishments include:

Advancements: The following personnel were advanced to their current pay grade: PH3(AW) Dustin Gates, PH3(AW) Nichole Wozny, LI3 Corey Green, PH2(AW) Edwin Bryan, DM2 Douglas Bedford, LI2(SW) Catherine Bland, LI1(SW/AW) Kristi Farr, and DM1(SW/AW) Diane Rubin. Of special note, PH3 Craig Spiering was meritoriously promoted to his current rank through the Command Advancement Program.

Warfare Qualifications:
Enlisted Aviation Warfare Specialist: LI2(SW/AW) Catherine Bland, PHAN(AW) Lilliana LaVende, PH3(AW) Mark Gleason, PHAN(AW/SW) Amanda Scott, PHAN(AW) Bridgette Jenkins, PHAN(AW) Nichole Wozny, PH2(AW) Edwin Bryan, and DM1(SW/AW) Diane Rubin.

Enlisted Surface Warfare Specialist: PH1(AW/SW) Jonathan Byrd, PH3(SW) Mark Gleason, PHAN(AW/SW) Amanda Scott, LI3 (SW) Catherine Bland, and LI2(SW) Clay Hoskins.

Awards: The following personnel were recognized for their outstanding personal contributions and were presented the

Navy and Marine Corps Achievement Medal for their performance during their tours onboard USS HARRY S. TRUMAN: LI2(SW) Steven Hoskins, PH2(AW) Talia Koenig, PH2(SW/AW/NAC) Christopher Stoltz, PH2(SW/AW) Monique Stack, PH3(AW) Ryan Davis, PH3 Darin Conway. The following people were awarded the N&MCAM for their impact during PIA 03: PH3(AW) Carl Gibson, LI1(SW/AW) Kristi Farr, PH2(AW) Andrea Decanini, LI3(AW) Cory Green. The following were awarded impact N&MCAM: LI1(SW/AW) Jerel Jones for his work during "Summer Pulse", PH2(AW) Jomo Coffea for work accomplished for INSURV, PH2(AW/SW) Danny Ewing for work accomplished as Repair Parts Petty Officer during "Summer Pulse" and pre-deployment work ups and PH3(AW) Dustin Gates for excellence in supporting HST's distinguished visitor program. Members of VIMMC also received numerous letters of commendation and appreciation during 2004.

Special Recognition: PH2(AW/SW) Christopher Stoltz was selected to attend the prestigious Advanced Military Photojournalism Program at Syracuse University. PH2(AW/SW) Danny Ewing was selected to attend Naval Officer Candidate School and will be commissioned as a Supply Corps Officer in 2005. LCDR Scott Norr, the Photographic Officer, was awarded the "2003 CNAL Shiphandler of the Year" award. In addition, LCDR Norr received the "2003 Navy/Marine Corps Association Leadership Award". LI1(SW/AW) Jones was selected Intelligence Department "Supervisor of the Quarter". And DM2(SW) Douglas Bedford was selected as Intelligence Department "Sailor of the Quarter."

Reenlistments: The following VIMMC personnel chose to Stay Navy and continue their Naval careers: PH2(AW/SW/NAC) Christopher Stoltz, PH2(AW/SW) Andrea Decanini, PH2(AW/SW) Monique Stack, PH2(AW) Donna Doyle, PH3(AW) Ryan Davis, LI1(SW/AW) Kristi Farr, PHAN(AW) Bridgette Jenkins, and PH2(AW) Edwin Bryan.

New Arrivals: During 2004, OP Division welcomed several new personnel to the VIMMC Team: DM2 Arturo Chavez, PH3 Darin Conway, PHAN Ricardo Reyes, PHAN(SW) Gregory Pierot, PHAN Regina Wright, PHAN Kristopher Wilson, PHAA Rome Toledo, PHAN Phillip Morrill, PHAN Katherine Knowles, PHAA Patrick Copeland, and PHAN Eric Garst.

Advanced Training: PH2(AW) Donna Doyle and PH3(AW) Nicole Wozny attended the Advanced Electronic Imaging Course and

earned NEC 8143. In addition, PH3 Craig Spiering attended Intermediate Photojournalism Course earning him NEC 8147.

Chain of Command: The VIMMC Team is led by the Photographic Officer - LCDR Scott Norr, Leading Chief Petty Officer - PHC(AW/SW) Wayne Edwards, Photo Lab Leading Petty Officer - PH1(AW) Jonathan Byrd, and Print/Engraving Shop Work Center Supervisor - LI1(SW/AW) Jerel Jones.

OS Division. TRUMAN's Ship's Signals Exploitation Space (SSES) had an equally impressive year. During our five year physical, commonly referred to as the Board of Inspection and Survey (INSURV), SSES received one of the highest marks on the ship and helped INTEL Department earn an overall score of 93%. We had a busy summer underway for fifty-two days in support of Summer Pulse and an additional week of Carrier Qualifications. OS Division completed COMPTUEX and earned a B-1 rating, the highest mark achieved by any SSES in the last eight years. After what seemed like a very brief POM, we departed Norfolk and our loved ones October 13th and headed for the North Atlantic to participate in JMC 043. We continued on to the Arabian Gulf where we provided 24/7 seamless Indications and Warnings SIGINT coverage in support of OPERATION IRAQI FREEDOM, OPERATION SEA DRAGON, and the global war on terrorism (GWOT).

Advancements: The following personnel were advanced to their current pay grade: CTMC(SW/AW) Joann Martin, CTO2(SW) Adam Robinson, CTO3 Wynter Pizarro, CTR2(SW) Jill Swinton, CTR2(SW/AW) LaTonya Willis, CTR3 Leann G. Montemayor, CTM3 Charles Fletcher, CTR3 Daniel Conant, and CTR3 Kenneth Hunter. Of note, CTOSN Geoffrey Howell from USS DWIGHT D. EISENHOWER (CVN-69) was frocked to CTO3 while serving aboard TRUMAN.

Warfare Qualifications:
Enlisted Aviation Warfare Specialist: CTMC(SW/AW) Joann Martin, CTA2(SW/AW) Rochelle Summers. CTR2(SW/AW) Jennifer Buttacavoli and CTO2(SW/AW) Jennifer Wienen from USS DWIGHT D. EISENHOWER (CVN-69) also earned their EAWS pins.

Enlisted Surface Warfare Specialist: CTMC(SW/AW) Joann Martin, CTR2(SW) Jill Swinton, and CTO3(SW) Adam Robinson.

Awards: CTMC(SW/AW) Joann Martin was awarded a N&MCAM for her outstanding leadership and performance during the

ship's preparation for INSURV. CTR1(SW/AW) Christopher Gile, CTA2(SW/AW) Rochelle Summers, CTR2(SW/AW) April Lewis, CTR2(SW/AW) William Sharpe, and CTO2(SW/AW) Brent Hemen were each awarded a N&MCAM for their performance during their tour onboard the USS HARRY S. TRUMAN.

Special Recognition: CTOSN George Cagle was selected as Intelligence Department Blue Jacket of the Quarter. CTM3 Charles Fletcher was awarded the Give 'Em Hell Hero award for his outstanding efforts keeping our systems up and running.

Reenlistments: The following SSES personnel chose to reenlist and continue their Naval Service: CTRC(SW/AW) Marlo Dent, CTR2 Brandon Jett, CTR2(SW/AW) William Sharpe, CTO2(SW) Adam Robinson.

New Arrivals: During the calendar year 2004, OS Division welcomed several new personnel to the SSES Team: Petty Officers White, Jett, Cole, Lancaster, and Thompson and Seaman Villafana. We were lucky enough to also welcome the following TAD personnel from the USS DWIGHT D. EISENHOWER (CVN-69) who embarked for training on our deployment: LT Norman Woodcock, Petty Officers Wienen and Buttacavoli, and Seaman Howell. Our Staff personnel who also embarked for the deployment include: Petty Officers Stevens, Howard and Muniz.

Departures: OS Division bid fair winds and following seas to: CTR1(SW/AW) Christopher Gile, CTA2(SW/AW) Rochelle Summers, CTR2(SW/AW) April Lewis, CTR2(SW/AW) William Sharpe, and CTO2(SW/AW) Brent Hemen.

Temporary Duty: We were proud to have the following personnel representing us in support of HSTSTRKGRU Cryptologic Operations aboard the units indicated: CTO2(SW) Adam Robinson (USS MASON) and CTR3 Daniel Conant (USS BARRY).

Advanced Training: Our very busy schedule this year prevented us from attending any advanced training. But, you can be sure that we will take full advantage of those training opportunities in 2005!

Chain of Command: SSES reports to the Intelligence Department Officer, CDR Larry Stein. Our Division Officer is LT Bry Carter, who relies heavily on our Leading Chief

Petty Officer CTRC(SW/AW) Marlo Dent and our Systems Chief Petty Officer CTMC(SW/AW) Joann Martin to manage our division. Last but certainly not least, because these are the folks that get things done day in and day out, are our Leading Petty Officers. We had three this year! One, CTMC(SW/AW) Joann Martin advanced to Chief so the reigns were turned more than to CTM1(SW/AW) Bryan Stith who kept us going until our senior (but new) First Class, CTO1 Latonya White, was "up-to-speed" on all of our many systems, standard operating procedures, and all the personnel in the Division. It's no small task being the SSES LPO and thanks to Petty Officer Stith it was an easy turnover for Petty Officer White.

Future Goals: As 2004 comes to an end, we are eagerly looking forward to 2005. OS division continues to strive for 100% Advancement and Warfare designation. We look forward to continuing our important work in support of the Global War on Terrorism, visiting ports in the Arabian Gulf and Mediterranean Sea, and returning to our loved ones back home.

OZ Division. The Ship/Air Wing intelligence team continued to provide outstanding analysis and support to Commander, Carrier Strike Group TEN, Carrier Air Wing THREE, Destroyer Squadron TWO-SIX, and USS HARRY S. TRUMAN Strike Group assets.

Starting the year amid the Planned Incremental Availability (PIA) 2003-2004, OZ Division faced the challenge of operating with reduced capability due to a major modification of the ship's chill water system. The modification directly impacted five of the center's main spaces. Nevertheless, the Carrier Intelligence Center (CVIC) team overcame this obstacle and continued to prepare for the upcoming inter-deployment training cycle while simultaneously completing 37 major ship's force projects. Major CVIC Systems upgrades included:

-Joint Tactical Terminal (JTT) in Supplementary Plot (SUPPLOT) which replaced STRED to enhance our ability to receive Electronic Intelligence (ELINT) intercepts.

-Six Precision Targeting Workstations (PTW) replaced our Digital Imagery Workstation System (DIWS) in Multi-Sensor Interpretation (MSI).

TRUMAN INTEL also received very high marks during Command Assessment of Readiness and Training (CART), Tailored Ship's Training Availability (TSTA), Inspection and Survey (INSURV), Composite Training Unit Exercise (COMPTUEX), Exercise MAJESTIC EAGLE, Joint Maritime Course 2004 (JMC-04-03), Battle Group Inport Exercise (BGIE) and Fallon Detachment. A few of the details include:

- Air Wing Fallon: The Intelligence team expertly focused on I&W and strike support. The team successfully processed a comprehensive and accurate intelligence picture of the battlespace for seven Intermediate and Advanced Phase Training Exercises. Our Strike Planning cell provided targeting for a total of 200 error-free points, developed 120 target folders, conducted more than 75 Time Sensitive Strikes (TSS) and received an overall grade in the 97th percentile for the evolution.

- COMPTUEX: Intel successfully processed and analyzed 6,000 ELINT injects, 50 COMINT injects, and 14 spot reports more than the course of 50 hours to develop a comprehensive and accurate intelligence picture of the battlespace. Strike Planning Cell provided targeting for four large force strikes. During COMPTUEX, MSI dropped a total of 1,212 points error-free, of which approximately 75 were in direct support of the Final Battle Problem.

Overall, the HST Intelligence team gained the recognition and praise of some of the Navy's top commanders including RADM Gallagher, Commander, Carrier Group FOUR, who personally commended Intelligence Department for a superb performance during Summer Pulse 04. Most notably, he highlighted the innovative and visionary training conducted and recognized the achievement of a B-1 combat operations efficiency certification off the East coast of the United States.

OZ division took its outstanding performance in the training cycle into the operation realm when they deployed to the Arabian Gulf in mid-October in support of OPERATION IRAQI FREEDOM, OPERATION SEA DRAGON II, and the Global War on Terror. Our Sailors performed superbly providing 24/7 all-source fused intelligence, and timely Indications and Warning support to the HARRY S. TRUMAN Carrier Strike Group that resulted in bombs on target in Iraq, and deterrence and disruption of terrorist activities in the region. From mid- October thru the end of the year, OZ division produced

and disseminated more than 80 Daily Intelligence Summaries, 40 daily flag intelligence briefs, and more than 50 Maritime Interdiction Operations boarding packages. Additionally, OZ Division work side-by-side with CVW-3 Intelligence personnel produced 750 strike/cyclic Ops briefs, 530 mission reports, 390 maintenance summaries, 130 bomb hit assessments, and more than 3,000 mission support products. They analyzed more than 1,400 images for targeting, dropped more than 2,400 precision aimpoints, and developed more than 500 targeting products for CVW-3 strike aircraft.

Advancements: The following personnel were advanced to their current pay grade: IS1(SW) John Dillon, IS1(SW/AW) Richard Rawls, IS1(SW/AW) Aaron Penning, IS2(SW) Ryan Crain, IS2(SW/AW) Rosemary Kempthorne, IS2(SW/AW) Brandon Mosley, IS2(SW/AW) Marissa Perez, IS2 Gregory Gagnon, IS3(SW) Tony Gatling, IS3(SW) Jason Bovetz, IS3(SW) Jonathan Smith, IS3(SW) Matthew Reed, IS3 Terrell Baker, IS3 Nathan Trate, and IS3 Nicholas Jenkins.

Warfare Qualifications:
Enlisted Aviation Warfare Specialist: IS2(SW/AW) Perez.

Enlisted Surface Warfare Specialist: CTT1(SW) Jeremy Boudreaux, IS1(SW/NAC) John Shropshire, IS1(SW) Aaron Penning, IS3(SW) Jason Bovetz, IS3(SW) Brian Nadel, and ISSN(SW) Matthew Reed.

Awards: LTJG Duane Reinhardt, Intel Systems Officer, was awarded the Navy and Marine Corps Commendation Medal, and LTJG Michael Smith, SUPPLOT Officer, was awarded the N&MCAM for their leadership and performance while assigned on TRUMAN. ISC(SW/AW) George Sprucebank was presented an N&MCCM for his outstanding leadership and performance during OPERATIONS ENDURING FREEDOM and IRAQI FREEDOM. In addition, IS1(SW/AW/FMF) Kevin Lohrke was awarded the N&MCAM for his leadership and efforts during PIA 2003, IS2(SW/AW) Brian Caramela was awarded the N&MCAM for his leadership and support during INSURV, IS3(SW) Jason Bovetz was awarded the N&MCAM for his technical expertise as Precision Targeting Workstation administrator, and ISSN Nathan Trate was awarded the N&MCAM for his selection as the USS HARRY S. TRUMAN's Bluejacket of the Quarter (4Q03).

Special Recognition: ISSN Nathan Trate was selected as USS HARRY S. TRUMAN's Bluejacket of the Quarter (4Q03).

CTT1(SW/AW) Matthew Fink was selected as Intelligence Department Supervisor of the Quarter (3Q04), CTT3 Thomas Ryan was selected as Intelligence Department Junior Petty Officer of the Quarter (3Q04), IS3(SW) Matthew Reed was selected as Intelligence Department Bluejacket of the Quarter (3Q04), CTT1(SW) Jeremy Boudreaux was selected as Intelligence Department Supervisor of the Quarter (4Q04), IS1(SW) Aaron Penning was selected as Intelligence Department Petty Officer of the Quarter (4Q04), and IS3(SW) Jason Bovetz was selected as Intelligence Department Junior Sailor of the Quarter (4Q04).

New Arrivals: During 2004, OZ Division welcomed several new personnel to the Intel Team: Senior Chief Robert Jensen; Petty Officers John Dillon, Daniel Mayfield, Richard Rawls, David Williams, Thomas Ryan, Kannithia Lightfoot, Seamen Nicholas Jenkins, Terrell Baker, Joseph Arnold, Brain Johnson, Linda Tucker, and Gregory Finlayson.

Advanced Training: In order to better train members of the division, the Intel Department began an advanced CTT cross training program with the Operations Department. The program seeks to exchange expertise found in both centers by exchanging PQS qualification manuals. The program will expose Intel CTTs to AN/SLQ-32 operations and TACELINT reporting while CTTs in OPS Department will gain knowledge in Intel's use of OPELINT. Most importantly, all of our CTTs will gain the benefit from the training and be better positioned for advancement.

Chain of Command: OZ Division is led by the OZ Division Officer and SUPPLOT Officer - ENS Yahya Jaboori, Leading Chief Petty Officer - ISCS (SW/AW) Robert Jensen, and Leading Petty Officer - IS1(SW/AW) Daniel Mayfield. MSI is led by LTJG Adam Greenly and Work Center Supervisors - IS1(SW) John Dillon and IS1(SW/AW) Richard Rawls.

Future Goals: As 2004 comes to an end, OZ Division continues to provide educational and career development opportunities. Starting with the goal of having every member in the division obtain or work to obtain a warfare pin throughout the 2004-2005 Arabian Gulf Deployment, by the close of the 2004 calendar year, nearly 80% of the OZ Division members have secured a warfare pin.

LEGAL DEPARTMENT

The Legal Department's primary mission in 2004 was to provide legal services to the command and crew in the form of legal counsel to the Commanding Officer, administration of military justice, conducting and reviewing command investigations, providing pre-deployment preparation and other legal assistance services for all sailors and Marines embarked on TRUMAN, and processing administrative separations. In addition, the Legal Department coordinated a myriad of legal issues with all eight of TRUMAN's embarked squadrons and administered the Liberty Risk Program in preparation for each port visit.

Military Justice. In 2004, approximately 900 report chits were processed. As a result, 245 personnel received Commanding Officer's Non-Judicial Punishment, of which 36 cases were dismissed by the Executive Officer at Executive Officer's Investigation, and approximately 600 were resolved by either the Command Disciplinary Review Board or respective department. Additionally, the Legal Department prepared and processed 103 Summary Courts-Martial, and 3 Special Courts-Martial.

Investigations. The Legal Department coordinated 275 Preliminary Investigations and conducted more 45 Line of Duty Investigations.

Administrative Law. The Legal Department processed 186 administrative separations, including 105 Other Than Honorable discharges. Reasons for administrative processing ranged from pattern of misconduct to personality disorder to commission of a serious offense. More than, Legal forwarded 19 Military and Civilian Personnel Claims for consideration. In addition, 1 Foreign Claim was adjudicated while in overseas liberty ports.

Legal Assistance. The Legal Department assisted more than 5,000 crewmembers in various legal matters including contract disputes, Servicemembers' Civil Relief Act issues, Landlord/Tenant disputes, various estate planning tools and tax services. Moreover, the Legal Department executed more than 2,500 powers of attorney and 500 wills in preparation for TRUMAN's 2004-2005 deployment.

Liberty Risk. Along with the Command Master Chief, the Legal Department processed 275 cases for liberty risk

consideration, while coordinating the Liberty Risk Program throughout the 2004-2005 cruise.

MEDICAL DEPARTMENT

The ship was in port Norfolk Naval Shipyard (NNSY) from August 2003 thru 13 February 2004 undergoing a Planned Incremental Availability (PIA). During this time the Medical Department had all the decks in Main Medical replaced with One-Step flooring. All medical services remained onboard with the exception of Physical exams and Women's Health, which was moved to NNSY Branch Medical Clinic.

On the morning of February 13, 2004, the ship got underway for sea trails. We returned to homeport on February 17, 2004 and shortly after returning had a Medical Readiness Assessment, in preparation for an eventual Medical Readiness Inspection (MRI).

On February 23, 2004, we were underway once again for carrier qualifications. The medical department was fully engaged with final preparations for the MRI. The ship returned to homeport (RTHP) on March 6, 2004.

On March 28 thru April 2, 2004, the Medical Readiness Inspection was conducted, where we scored an impressive 96%.

During the month of April while at sea, we underwent TESTA I, II, II, and FEP. We passed TESTA and FEP with an outstanding score of 97.5%.

RTHP was on May 3, 2004. During the May 2004 in port period, we under went an INSRUV Inspection, again with passing scores.

On June 2, 2004, we got underway for COMPTUEX and SUMMER PULSE. We transited to the Mediterranean to participate in the Fleet Response Plan. Returning to Norfolk on July 27, 2004. During the in port period preparations were made for the upcoming deployment in October.

On October 13, 2004, the ship got underway for a scheduled six-month deployment in support of Operation Iraqi Freedom (OIF). The Medical Department quickly shifted gears to

focus on the administration of Anthrax, Smallpox, and Influenza vaccine to the crew.

SHOTEX 2004 commenced on October 16, 2004. Over the next five days the Medical Department administered more than 12,000 immunizations to ship's company, CVW-3, CSG-10, and DESRON crewmembers. The Medical Department worked tirelessly to ensure the crew was immunized prior to entering the Fifth Fleet Area of Operation. Every Sailor onboard was medically screened prior to the administration of each vaccine.

At the completion of the SHOTEX, the Medical Team worked numerous hours to update our SAMS database to ensure accuracy and proper documentation. During this demanding period the Medical staff displayed great enthusiasm and outstanding teamwork.

Below are a few of the Medical Department's notable workload measures for 2004:

Outpatient Visits	23,577	Medical Boards (LIMDU)	50
Physical Exams	4,408	Specialty Referrals	553
Flight Deck Screens	5,849	Accident/Injury Reports	682
Surgeries	143	Medical Responses	68
Optical	1,091	Pregnancies	99
Audiograms	3,644	SARP Screenings	236
MEDEVACs Incoming	8	MEDEVACs Outgoing	14
Ward Admissions	96	Average Stay (Days)	22.7
X-ray Exposures	2,627	Lab Procedures	11,696
Pharmacy	16,909	OTC Requests	7,200

In addition, a new Senior Medical Officer CDR Paul D. Kane, USN checked onboard July 14, 2005. We also had three Petty Officer First Class HMs selected as Chief Petty Officer, one Hospitalman capped to Petty Officer Third Class, 9 new ESWS and 2 EAWS.

NAVIGATION DEPARTMENT

46,392 Nautical Miles Steamed
Summer PULSEX 2004 21JUN04-25Jul04
Deployed in support of Operation Iraqi Freedom from 13OCT04-31DEC04
27 Sea and Anchor Details
6 Restricted Straight Passages
Port Visits:

Naples, Italy: 2JUL04-7JUL04
Souda Bay, Crete: 5NOV04-9NOV04
Manama, Bahrain: 13DEC04-18DEC04
Qualified 10 Officers of the Deck (Underway)
Qualified 15 Junior Officers of the Deck (Underway)

32 Replenishments At Sea:

1. USS Harry S. Truman (CVN 75) Monthly RAS summary (January 04 to January 05):

   a. February 2004:
      (1) 24 Feb: USNS Patuxent (T-AO 201) - RAS(F)

   b. March 2004:
      (1) 01 Mar: USNS Laramie (T-AO 203) - RAS(F)

   c. April 2004:
      (1) 06 Apr: USNS Laramie (T-AO 203) - RAS(F)
      (2) 11 Apr: USNS Laramie (T-AO 203) - RAS(F)
      (3) 17 Apr: USNS Laramie (T-AO 203) - RAS(F&S)
      (4) 21 Apr: USS Laboon (DDG 58) - RAS(F)
      (5) 22 Apr: USNS Laramie (T-AO 203) - RAS(F)
      (6) 25 Apr: USNS Laramie (T-AO 203) - RAS(F&S)

   d. May 2004:
      (1) 01 May: USNS Mt Baker (T-AE 34) - RAS(A)
      (2) 02 May: USNS Mt Baker (T-AE 34) - RAS(A)

   e. June 2004:
      (1) 08 Jun: USNS Leroy Grumman (T-AO 195) - RAS(F)
      (2) 11 Jun: USNS Spica (T-AFS 9) - RAS(F&S)
      (3) 17 Jun: USNS Leroy Grumman (T-AO 195) - RAS(F)
      (4) 20 Jun: USNS Saturn (T-AFS 10) - RAS(S)
      (5) 28 Jun: USNS Big Horn (T-AO 198) - RAS(F)

   f. July 2004:
      (1) 08 Jul: USS Monterey (CG 61) - RAS(F)
      (2) 10 Jul: USNS Spica (T-AFS 9) - RAS(F & S)
      (3) 10 Jul: USNS Detroit (AOE 4) - RAS(S)
      (4) 16 Jul: USNS Detroit (AOE 4) - RAS(F&A)
      (5) 17 Jul: USNS Spica (T-AFS 9) - RAS(S)

   g. September 2004:
      (1) 13 Sep: USS George Washington (CVN 73) - Ammo Onload, Vertrep Only

(2) 14 Sep: USNS Detroit (AOE 4) - RAS(S)

h. October 2004:
(1) 16 Oct: USNS Lenthall (T-AO 189) - RAS(F)
(2) 22 Oct: USNS Spica (T-AFS 9) - RAS(F & S)
(3) 31 Oct: USNS Arctic (T-AOE 8) - RAS(F & S)

i. November 2004:
(1) 01 Nov: USNS Spica (T-AFS 9) - RAS(F & S)
(2) 04 Nov: USNS Patuxent (T-AO 201) - RAS(F)
(3) 13 Nov: USNS Arctic (T-AOE 8) - RAS(F & S)
(4) 18 Nov: USS Barry (DDG 52) - RAS(F)
(5) 20 Nov: USNS Guadalupe (T-AO 200) - RAS(F)
(6) 20 Nov: USS John F. Kennedy (CV 67) - Ammo
(7) 20 Nov: USS Saturn (T-AFS 10) - VERTREP(S)
(8) 27 Nov: USNS Arctic (T-AOE 8) - RAS(F & S)

j. December 2004:
(1) 04 Dec: USNS Arctic (T-AOE 8) - RAS(F & S)
(2) 11 Dec: USNS Arctic (T-AOE 8) - RAS(F & S)
(3) 20 Dec: HNLMS Tjerk Hiddes (F 830) - RAS(F)
(4) 22 Dec: USNS Arctic (T-AOE 8) - RAS(F & S)
(5) 29 Dec: USNS Arctic (T-AOE 8) - RAS(F & S)

OPERATIONS DEPARTMENT

Operations Department had a busy and productive year in 2004. Specific divisional accomplishments follow:

OA DIVISION (Meteorological Support)

- Provided meteorological and tactical support for more than 5,000 sorties during COMPTUEX (C2X), Summer Pulse 2004, Majestic Eagle (ME), and deployment, including 2,500 forecasts and briefs for flight operations in support of Operation Iraqi Freedom (OIF).
- More than 1,000 water mass analyses and acoustic predictions produced in support of ASW exercises during Maritime Integrated Team Trainer (MITT), C2X, Summer Surge 2004, ME, JMC and OIF.
- Received a grade of "Outstanding" on the INSURV inspection in May.
- Three Personnel in OA division earned Enlisted Air Warfare Pins in 2004.

OC DIVISION (Air Traffic Control)

- Two-week CATCC team training evaluation at NATTC Pensacola, Florida. During the final evaluation, Team TRUMAN scored higher than any other CATCC in the previous year.
- Earned the CATCC Proficiency Certification from COMNAVAIRLANT on February 25th.
- COMPTUEX Assessment. For Combat Operational Efficiency certification, the CATCC Team was graded on four recoveries with an average score of 98.5%, an unprecedented performance that surpassed all other CVW/CVN teams evaluated to date.
- CATCC 75's 2004 totals: 4,495 Case III approaches, 352 CATCC qualifications, and 75 military/shipboard qualifications.

OM DIVISION (Undersea Warfare)

- Completed 20 tactical ASW courses during PIA.
- Accomplished the first SSQ-34 STDI tactical data transfer with HS-7 aircraft.
- Completed 11 ASW training and readiness qualifications in March.
- During Summer Pulse 2004 participated in exercises with three U.S. nuclear submarines and two NATO diesel submarines more than a period of 21 days.
- During Maritime Integrated Tailored Training (MITT), successfully attacked an opposition force submarine. HST was also able to avoid being attacked by enemy submarines during the exercise. It is extremely rare for these two feats to be accomplished together.
- Received the first-ever grade of B-1 from CCG-4 for Composite Training Unit Exercise (COMPTUEX) 1-04.
- Participated in two ASW events during JMC.
- Created an innovative MIO cell watch team organization to support OIF operations in the Arabian Gulf.
- Controlled 15 USCG/USN ships and conducted more than 400 MIO compliance visits as part of Operation SEA DRAGON.
- The division maintained a 100% E4-E6 advancement rate and a 100% retention rate.

OI DIVISION (Intelligence and Air Defense)

- Combat Systems Training Team (CSTT) developed and delivered 44 varied and tactically challenging scenarios.

- The CSTT used the ship's Video Simulation System (VSS) extensively to conduct simulated warfare scenarios and train new TAOs in Detect-to-Engage scenarios to develop watch stander skills.
- Conducted its first-ever Battle Group Inport Exercise-Group Commander (BGIE-GC); demonstrating its ability to conduct demanding, strike group wide, multi-warfare, tactical combat training while in port.
- Conducted two NATO Sea Sparrow Missile System (NSSMS) live-fire exercises: a single missile exercise and a dual salvo against a stream raid.
- Conducted 4 CIWS TDU shoots and 14 CIWS PACFIRES.
- Conducted 18 Detect-to-Engage events against live aircraft.
- Conducted 562 mishap-free intercepts and completed 836 mishap-free hours controlling dissimilar aircraft.
- Numerous air warfare exercises were conducted, many with live aircraft, with an average exercise score of 96.
- Training conducted at Fleet Combat Training Center Atlantic, Dam Neck, Virginia, including: Navigation Team training, Search and Rescue fundamentals, Force Over the Horizon Database Manager, and Sea Combat Air Controller.
- Routinely tracked more than 40 merchant ships and small dhows throughout the day and night - Enabling the entire HSTCSG to safely maintain a deliberate and persistent presence in the Arabian Gulf.
- Seven Operations Specialists earned ESWS qualifications and one achieved his EAWS qualification.

Force Over-the-horizon Track Coordinator (FOTC)

- Executed FOTC responsibilities for Tactical Training Group, Atlantic, in support of various Tomahawk war game/planning exercises.
- Conducted Strike Group FOTC operations during Group Sail.
- Carried out the duties of COMSECONDFLT FOTC. Established a new standard by publishing a FOTC Daily Intentions Message where none had existed before.
- First Carrier Strike Group to successfully employ the Common Operating Picture during COMPTUEX.
- Supported complex COP, FOTC, and tailored broadcasts during Summer Pulse 2004 and Majestic Eagle 2004.
- Sent personnel to other ships in theater to provide on-site track management and data link training during the OIF/OEF 2004 deployment. This engagement program significantly improved intra-theater link connectivity.

- Qualified three separate FOTC watch teams (with extra watchstanders) including eight officers, four First Class Petty Officers, and six junior enlisted sailors.

OW DIVISION (Electronic Warfare)

- Conducted 51 C2W exercises, 5 NIXIE streams, and 3 SAT ULM-4 Range runs for the AN/SLQ-32(V)4.
- First operational use of the Threat Change Analysis Request (TCAR) program. HARRY S. TRUMAN'S EW Module intercepted, evaluated and recognized four foreign radars operating outside published norms in the Fifth Fleet Area of Responsibility. Resulted in the release of four TCAR messages by Commander, Carrier Strike Group TEN.
- Operated as the Electronic Warfare Control Ship while deployed in support of Operation IRAQI FREEDOM (OIF). Conducted and monitored critical Psychological Operations broadcasts in support of OIF, 24 hours a day while in the Arabian Gulf.
- Qualified five Enlisted Surface Warfare Specialists (ESWS), one Enlisted Air Warfare Specialist (EAWS), three Electronic Warfare Supervisors, and three 3M Work Center Supervisors.
- Six Petty Officers from the EW module advanced to CTT2 and four advanced to CTT3. This was double the U.S. NAVY average for advancements in the CTT rating.

OX DIVISION (Strike Operations / Operations Admin)

- Processed more than 10,000 items including correspondence, qualifications, and evaluations.
- Strike Operations published more than 160 air plans, planned the ship's daily and long range schedule for seven underway periods, including three Atlantic transits, three port visits, five major evaluations, three exercises, and an operational deployment.
- Strike Operations extensively coordinated with the Combined Force Air Component Commander (CFACC) to provide sustained naval air power in support of Operation Iraqi Freedom. Further coordination with CFACC was conducted to integrate naval air operations more than the Arabian Gulf.

REACTOR DEPARTMENT

The Reactor Officer, CAPT David Hulse, directs Reactor Department. There are 6 Principal Assistants (PA's) who oversee the operation and administration of the two

Propulsion Plants and the 11 Divisions that comprise the department. Reactor Department is responsible for the entire propulsion plant, including 2 reactors, 4 main engines, 8 turbine generators, and a myriad of other equipment integral in the production of electricity, pressurized air, distilled water, and the high-energy, pressurized steam that is the driving force that moves the ship through the water and operates the flight deck catapults.
The PAs: Reactor Mechanical Assistant, Main Propulsion Assistant, Chemistry and Radiological Controls Assistant, Reactor Electrical Assistant, Reactor Maintenance Officer, and the Reactor Training Assistant.
The Divisions: Reactor Mechanical (1 per plant), Reactor Propulsion (1 per plant plus one division for auxiliary equipment), Reactor Laboratories, Reactor Electrical (1 per plant), Reactor Controls (1 per plant), Reactor Training, and Reactor Auxiliaries.

Here are some highlights of the work Reactor Department has completed more than the past year:

- Battle 'E' Award (Red 'E' for Engineering Excellence) for CY 2003
- Completion of Planned Incremental Availability (PIA) with successful transition to Critical Operations on both Reactors and demonstration of propulsion equipment during follow-on Sea Trials and Flight Deck Certification in February
- Tailored Ships Training Availability (TSTA) Basic Phase in April
- Board of Inspection and Survey (INSURV) Underway Material Inspection in May, scoring well above fleet averages in all areas of Main Propulsion
- "Summer Pulse", two month Fleet Exercise during June/July
- 3 Surface Nuclear Propulsion Mobile Training Team assist visits
- Operational Reactor Safeguards Examination in late July
- Persian Gulf Deployment, beginning October 13, 2004

In the month prior to HST's deployment, newly discovered discrepancies led to the replacement of #1 and #4 propellers in a potential deployment-delaying evolution. Reactor Department coordinated with NAVSEA, SIMA, contractors, and Naval Station Norfolk to complete the

evolution safely, professionally, and ahead of schedule. The evolution drew great praise from all organizations outside the ship as well as the chain of command.

SAFETY DEPARTMENT

USS HARRY S. TRUMAN's Safety Department continued in 2004 on the strong safety and environmental protection practices that have been her standard from her inception. Key events this year included an early completion of Planned Incremental Availability 04 at Norfolk Naval Shipyard, which was recognized as the safest in the last 5 years. In addition, HARRY S. TRUMAN completed an accelerated IDTC, INSURV inspection, two-month surge deployment to demonstrate the Fleet Response Plan of 6 + 2 carriers, and a North Arabian Gulf deployment in support of Operation Iraqi Freedom. The key to HARRY S. TRUMAN's success throughout 2004 was an unheralded commitment to the practice of Operational 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 operational risk management to ensure the health and safety of our Sailors and Marines and the preservation of our material assets. The following points highlight significant safety department accomplishments during the year:

Continued a ship-wide drive to train all hands on risk management fundamentals through Operational Risk Management (ORM) University. All new Sailors reporting aboard receive ORM training during Indoctrination and are required to complete ORM University within 30 days of reporting aboard.

In an effort to meet the CNO's goal of 50% mishap reduction, extra emphasis was placed on risk management in Sailors' daily routines and rapid correction of damage control and safety discrepancies, resulting in a dramatic reduction of personnel mishaps and injuries. The number of reportable mishaps was reduced by 45%, the number of lost workdays was reduced by 39% and the number of limited/light duty days was reduced by 16% in 2004.

Produced three ship wide Safety Stand Downs that focused on topics such as Flight Deck Safety, Traffic and Motorcycle Safety, Water Safety, Stress Management, New DUI Laws in Virginia, Hurricane Preparedness, 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.

During 2004 the crew of HARRY S. TRUMAN continued to live up to the Commanding Officer's motto of "keep an eye on a shipmate, keep your head on a swivel", and we continued to "Give 'em Hell!"

SECURITY DEPARTMENT

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, and law enforcement duties. 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, urinalysis program, funds escort, training of all Force Protection watches standers, physical security, crowd control, and the ability to respond to any contingency that may occur.

HARRY S. TRUMAN'S Security Force continues to train the Auxiliary Security Force (ASF) by developing and facilitating ASF Academies. Security Force Protection Training Team (FPTT) facilitated more than 10 academies of 25 ASF personnel in each class. Qualified: Oleoresin Capsicum Spray - 160, Baton/ASP - 300, Patrolman - 133, Dispatcher - 110, Armorer - 36 and Watch Commander - 18. The training resulted in outstanding grades from Naval Criminal Investigation Service Law Enforcement Physical Security, Commander Air Forces Atlantic and Commander Second Fleet during annual inspections earning recognition as the best overall Security Force on the waterfront. The FPTT also certified more than 500 Weapons Department, Force Protection Watch Officers and Security Force personnel in the use of Warning Shots. A continued and aggressive training program ensured that Truman met requirements for all Force Protection watch standers. Security Training coordinated and tracked personnel that attended TAD schools, Military Customs Inspector - 5, Brig Afloat - 25, Armed Sentry Course - 65, Shipboard Security Engagement Weapons - 60, Force Protection Fundamental Training - 60, Anti-Terrorism Force Protection for Supervisors - 5, Anti-

Terrorism Training Officer - 2 and Stinger Missile School - 2.

HARRY S. TRUMAN'S Brig is currently comprised of 1 Brig Officer, 4 rated Master-at-Arms, 1 Brig Counselor and 9 designated personnel from ship's company on a TAD basis. The brig is organized 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 at courts martial, and administered bread and water during Captain's Mast may be placed in the brig. The brig is also capable of receiving Prisoners of War and has conducted 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 Desegregation Cells, which can also be used for violent and suicidal prisoners.

Truman Brig passed the PERS-68 Brig Certification and was certified for the upcoming deployment. During 2004 the brig had 86 prisoners confined. The breakdown is as follows: Confinements of 30 days Ship's Company - 68, USS Essex sailor - 1.
3 days Bread and Water - Ship's Company - 9, Air Wing - 8.

TRUMAN'S aggressive urinalysis program continues to deter possible drug offenders and enforce the Navy's zero tolerance policy.

HARRY S. TRUMAN'S Security Force's functions fall into four general categories: 1) To provide force protection, e.g., deter and detect terrorism and criminal activity; 2) To prevent/deter theft and other losses caused by fire damage, accident, trespass, sabotage, espionage, etc.; 3) To protect life and property; and 4) To 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 force protection training for the ASF, NSF, FPWO, RF and Level I Anti-Terrorism Awareness 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 waterfront's best. The ship's security force flawlessly developed and executed 3 AT/FP in port security plans for

three foreign port visits during Summer Pulse and Operation Iraqi Freedom. All the hard work and training was evident when TRUMAN'S Security Force was able to score outstanding on all Force Protection exercises and provide flawlessly the Force Protection mission in foreign ports. The year ended with a deployment in October and entering the 5th Fleet AOR in November. Security and G-2 division manned around-the-clock 4-man crews to operate weapons mounts and phone talkers on the bridge. These were manned to provide protection from small boat attacks. Security Department and G-2 Division provide all Force Protection during Full Bore in and out of ports and all transits through narrow waterways.

SUPPLY DEPARTMENT

HARRY S. TRUMAN'S Supply Department had a superb 2004, ending the year on the Ship's third deployment in support of Operations Enduring and Iraqi Freedom. The logistics team continued to provide outstanding supply support to the entire ship and the embarked Air wing achieving the highest levels of material readiness ever observed of any deployed CV/CVN. The Services team continued to ensure the highest quality of life services possible. Departmental milestones for 2004 included completion of Supply Management Inspection Cycle with all Divisions scoring grades of "Outstanding" and the culmination of highest combined score ever recorded on a COMNAVAIRLANT SMI. Other milestones included completion of PIA-03/04, INSURV, FRP, and Summer PULSEX 04. Following senior management turnover occurred in 2004:

- LCDR Gwendolyn Willis relieved LCDR Robert Brooks as Primary Assistant for Logistics (PAL) in October 2004, when LCDR Brooks transferred to NAVICP.
- LT Michael Breaux relieved LCDR Darren McFall as Primary Assistant Services (PAS) in October 2004 when LCDR McFall transferred to NS Norfolk, VA.

LOGISTICS

S-1 Stock Control

Calendar year 2004 was an exceptionally outstanding year for Stock Control Division (S-1). Playing a key role in air strike support, Stock Control successfully expedited 207 CASREP parts and 399 ANORS requisitions to ensure the

Carrier Strike Group maintained full combat capability. In September, S-1 Division focused on fiscal year closeout, working extended hours to capture additional COMNAVAIRLANT dollars in the waning hours before closing of FY 2004. These additional funds were used to assist in habitability improvements, unfunded requirements, and phased replacement programs.

Stock Control experienced continuous changes in manning. Seven personnel were lost due to PCS transfer, one person retired, one was transferred to another division, and two discontinued Naval service. Gains included 10 PCS check-ins and one personnel from S-8. The division had seven members promoted, six Surface Warfare and four Air Warfare qualifications achieved.

S-6 Aviation Support

2004 began as TRUMAN wrapped up its six-month Planned Incremental Availability ahead of schedule and under budget. Coming out of the yards, TRUMAN immediately began preparing for deployment that would come later in the year. Through TSTA, FEP, COMPTUEX and Summer Pulse 2004, Aviation Support Division provided necessary logistical support for Carrier Air Wing THREE (CVW-3) to meet every training evolution in preparation for sustained combat flight operations. The TRUMAN/CVW-3 team left for deployment on October 13th, and has sustained an unprecedented level of combat readiness in support of the Global War on Terrorism. The following Interdeployment Readiness Cycle and combat deployment statistics are a testament to what has been an extremely successful year for S-6 Division:

- Prior to and in preparation of combat operations, S-6 Division processed 14,701 demands, made 12,276 issues from stock, expedited 358 NMCS/PMCS requirements, inducted 5,249 repair parts into AIMD, and processed 6,650 stock and DTO receipts. These accomplishments significantly contributed to CVW-3's ability to train and prepare their aircrews for wartime flight operations.
- Once deployed in support of Operation Iraqi Freedom, S-6 Division processed 15,364 demands, made 13,029 issues from stock, expedited 417 NMCS/PMCS requirements, inducted 5,487 repair parts into AIMD, and processed 6,600 stock and DTO receipts. As a result, CVW-3 aircraft enjoyed an astonishing 100% "Combat Sortie" completion rate during actual combat operations and a 97.8% sortie completion rate overall.

- The combined logistical and maintenance efforts of the S-6/AIMD team led to an aircraft mission capable rate of 84% and a full mission capable rate of 81%, exceeding TYCOM averages of 83% and 79%, respectively.

The past year also saw significant personnel changes. LT Mike Girgenti was relieved as Aviation Support Division Officer by LT Mike York. LTJG Robert "Bobby" Bast was relieved as AVDLR Officer by LTJG Jennifer Tucker to take over S-8 Division. LTJG Tucker transferred in October and was replaced by LTJG Mike Bell. The division lost enlisted leaders to include SKC Sprenger, SK1 Bennett, SK1 Davis, and SK1 Rumble. New additions include SK1 Jackson, SK1 Nedd-Griffith, and SK1 Shultz who have carried the torch passed to them by their predecessors.

Aviation Support Division continued to set the benchmark for all other afloat S-6 divisions to follow. The division met every challenge and exceeded expectations at every important milestone. This success can only be attributed to the motivated and professional Sailors and Chiefs that are the life-blood of this Division. You can't fly without Supply!

S-8 Material Division

2004 was a year of great changes and challenges for Material Division. Prior to ship's pre-deployment work-up cycle, LTJG Bobby Bast relieved LTJG Pamela Heater as S-8 Division Officer in April 2004. While Material Division had the unenviable task of loading and stowing all new material, it was also introduced to a new concept in the Fleet…LEAN. "LEAN" is a Department of Navy Science and Technology sponsored initiative.

In the month of May 2004, S-8 underwent the first phase of the Supply Management Inspection (SMI) Cycle. Not surprisingly, Material Division was evaluated "outstanding" in all functional areas and in an unprecedented move, did not receive further review from the TYCOM. The hard work, dedication and long hours of preparation from our Sailors paid off!

In preparation for COMPTUEX and JTFEX, Material Division once again proved their diligence by conducting safe and efficient on loads and off loads of Carrier Air Wing Three and embarked staffs, in addition to the normal stock and provisions. The heightened tempo in preparing for these exercises did not faze this division of young professional enlisted Sailors.

Returning from our pre-deployment certification in August 2004 left us little time to tackle our LEAN initiative of "Conquering the Mountain". The mountain is a term fondly used among the carriers describing the amount of material stowed in the hangar bay that is either too large or just too much in excess to be stored anywhere else. Material Division developed a team compromised of Sailors from different departments on board using different tools and workshops to come up with a way to LEAN the mountain or in essence "cut out the waste". Here again, S-8's new "mountain" is the benchmark by which all carriers will be measured.

When October 2004 finally arrived, Material Division was faced with yet another deployment, and it was clear their hard work and sheer dedication to duty had paid off. Supply Department and TEAM TRUMAN was ready for sea! Once underway we no longer kept track of time or days of the week, but rather by the passing of holidays away from loved ones further embraced by our family at sea.

2004 highlights included:

- On loaded 19,269 pallets of stock and provisions. At an average weight of 500 pounds per pallet, equates to 4,817 tons.
- Off loaded 4,608 pallets of general material. At an average weight of 250 pounds per pallet, equates to 576 tons.
- Retention for the year: 90%

S-9 Hazardous Material Management

Calendar year 2004 was an exceptional year for HAZMAT Division (S-9). SKC (AW) Sean Green relieved ENS Chris Roesner as Division Officer in March 2004. The division consisted of twenty-one hard charging and dedicated young men and women of different ratings who consistently demonstrated superb customer service. The division managed all shipboard hazardous materials, and coordinated offloads of excess and expired HAZMAT as well as all hazwaste onboard. Providing 16-hour day customer service and 24-hour emergency support, the HAZMAT team accumulated more than 60 tons of offload while processing 40,000 transactions.

Additionally, S-9 performed flawlessly during the ship's INSURV and SMI Cycle with only minor discrepancies. While preparing for Ship's JAN 2005 3M Inspection, S-9 provided numerous divisions with Flammable Locker training,

which greatly increased the awareness of accountability to include shelf life and secondary container labels.

S-12 Post Office

The Post Office continued to provide the finest possible postal service available to the HST/CVW3 team. S-12 is the first Post Office on an aircraft carrier to be cashless, operating on the Navy Cash Card System. The Post Office deployed with 11 rated Postal Clerks and 3 Airmen in support of the war on terrorism.

S-12 Highlights Include:

- First aircraft carrier post office to deploy totally cashless (Navy Cash Card Program).
- Deployed without an official meter using Navy Cash to do official mail.
- Post office sales exceeded $165,713.00 money order/stamp sales combined.
- Mail movement exceeding 260,880 lbs Incoming/ Outgoing mail combined.

SERVICES

S-2 Food Service (General Mess)

TRUMAN's four time Captain Edward F. Ney Award winning food service team provided exceptional food service support during Summer Pulse '04 and throughout Deployment '04-05, in support of Operation Iraqi Freedom. HST Food Service Officer, CW02 John K. Lukeivic, and his phenomenal culinary specialists continued to raise standards throughout the fleet.

Specific accomplishments included:

- Deployment '04-05: In addition to providing phenomenal support, a comprehensive fifty-five day Subsistence Endurance Base (SEB) was created in support of Operation Iraqi Freedom enabling TRUMAN to meet all commitments. Each area within the Food Service Division maintained a state of maximum readiness. TRUMAN'S food service team was once again nominated for the prestigious Captain Edward F. Ney award recognizing excellence in food service for FY

05. Results will be announced by official message in February 2005.
- Superior Inspections Results: S-2 Division earned grades of "Outstanding" with an amazing zero discrepancies noted throughout all functional areas during the recent CY 2004 ASMAT I inspection. TRUMAN became the "first ever" Aircraft Carrier to validate a SMI inspection during the assist phase of the cycle.
- Training: Web based technology was developed to provide training aids and publications for all food service personnel. This high tech tool resulted in a 30% selection rate for Culinary Specialist Petty Officers during the September 04 and March 05 exam cycles. The success of the training program resulted in CNAL recognition as the future Culinary Specialist Training model for Atlantic Fleet.

S-2 CARGO: Continued to set new standards in food service cargo operations. The efficiencies gained in receipt, stowage, and breakout functions resulted in the implementation of standardized cargo procedures for all CNAL activities.

PIA: The food service division performed flawlessly regardless of circumstances which included, provision stores movements, galley shifts, numerous space renovations and food service equipment grooming by EQOL representatives, thus significantly enhancing all Food Service capabilities.

JFS: Food Service Division updated the Joint Food Service (JFS) cash sale automated accounting system, saving numerous administrative man-hours.

Special Events:

- Served numerous Holiday/Special/Heritage meals.
- Performed 26 Ice Cream Socials for the crew.
- Hosted monthly birthday meals for the entire HST/CVW Team.

Planned, prepared, and executed all support functions as well as associated receptions for back-to-back Change of Commands for CNAL and HST. Provided exceptional service to the crew in operating the "TRUMAN GRILL" overseas port visits.

S-3 Ship's Store

Manned with forty-four Ship's Servicemen and nineteen TAD personnel, Sales and Service division continued to excel in each area, greatly enhancing quality of life for all TRUMAN Sailors. As a result of their superior performance, USS HARRY S. TRUMAN was selected as CNAL's Ship's Store Retail & Excellence Award Winner for 2004 (sixth consecutive year).

Through coordination with TRUMAN's logistics operations, S-3 Division maximized use of all supply assets by taking advantage of all VERTREP and CONREP opportunities while underway. S-3 was able to assist other ships via Other Supply Officer (OSO) transfers and personnel support.

Laundry and barbershop provided astonishing support to both ship's company and embarked units, to include Carrier Air Wing THREE, Destroyer Squadron TWENTY-SIX, distinguished visitors, and various media, resulted in startling figures. By the end of the year, S-3 Division had processed more than 144 tons of bulk laundry and pressed more than 23,000 uniform items with the barbershop provided more than 19,500 haircuts.

Due to TRUMAN's fast operational tempo during 2004, Ship's Store turned more than $210,000 in profits to MWR. The deployment provided many sales opportunities, including vendor sales generating more than $411,000. December ship's store sales set a TRUMAN record by surpassing the $1,090,000 mark, crushing the previous record by $300,000. Additionally, an astonishing 35,721 cases of soda were sold in December. By year's end, S-3 division put together several huge inventory reduction sales and provided a variety of new emblematic items for the crew.

S-4 Disbursing

2004 was a transitional year for Disbursing. Navy Cash Card System was fully implemented and battle tested during C2X and TRUMAN's deployment in October. ENS Hugh Wilson relieved LTJG Mike Bell on November 1st and DKCS Ray Huff took more than as LCPO in July. 2004 also saw the continued integration of HST and CVW-3 disbursing personnel, providing the highest quality customer service to more than 5,000 customers. Specific accomplishments during 2004 include:

- Two senior personnel attended Disbursing "C" School at Fleet Training Center Norfolk. Courses encompassed in-depth training in both the Travel and Fiscal sections.

- Four personnel completed their initial qualification as Enlisted Surface Warfare Specialists and two personnel completed qualification requirements as Enlisted Aviation Warfare Specialists.
- Successfully produced an average of 10,500 documents with 98% accuracy and processed an average of $250,000 in Navy Cash transactions per month.
- Completed installation and activation of Navy Cash Card System in March. Disbursing personnel coordinated the issue of more than 5,000 initial cash cards while training entire crew on benefits and uses of Navy Cash system. Since March, Disbursing personnel issued more than 3,000 additional cards.

S-5 Wardroom Operations

2004 has been a remarkable year for Wardroom Division. It marked the end of an arduous yard period, completion of an aggressive work-up cycle, and completion of the first half of a deployment. S-5 focus centers on Wardroom food production, presentation, hotel services and special events coordination. This proves to be a winning combination, as our undivided attention is directed towards culinary preparation, dining room presentation/service, and room management.

During an extensive yard period, the four galleys operated by S-5 received dramatic improvements to both form and function. European marble tile, new wallpaper, and electronic enhancements were installed to complement the dining experience as well as enable dining areas dual functionality as presentation areas. PRC was utilized in many passageways and storerooms to create an attractive presentation and ease of maintenance. During PIA, EQOL representatives completed a groom of all food service equipment.

SMI - S-5 Division demonstrated their ability to provide consistent top-notch service with "Outstanding" results in every functional area inspected receiving no discrepancies.

COMPTUEX - One of the busiest times during the year; proactive planning resulted in flawless execution. By creating a comprehensive berthing plan, the impact of an additional 120 people per day was minimized.

Change of Command - Upon completion of a highly successful C2X, TRUMAN's S-5 Division launched into two back-to-back changes of command. Both events were lauded

by attendees as "best ever observed" of any CVN, setting new standards for other commands to emulate.

Deployment - Due to an outstanding push from EQOL and Engineering Department, S-5 got underway with all equipment operational. Once CVW-3 personnel settled in, pizza and wings became a tradition in the "Dirty Shirt" and were enjoyed every evening.

Distinguished Visitors - Throughout work-ups and into deployment, HST Wardroom hosted numerous foreign dignitaries, executives, entertainers, and military officials. These visits were highlighted by a USO tour in which Comedian Robin Williams arrived with Chairman Joint Chiefs of Staff, General Meyers. The show was a resounding success thanks to support provided by the finest Wardroom Division in the Atlantic Fleet.

S-11 CPO Mess

Chief Petty Officer's Mess had a tremendous year, sponsoring many special meals throughout the year. Examples are Right-Hand Man Day, Sailor of the Quarter Luncheons, and Mongolian B.B.Q Nights. Each of these events was a huge success. Teaming with CVW-3, CPO mess sponsored Saturday Night Pizza and Wings boosting morale of all who participated. Sunday brunches and various heritage meals were also well enjoyed. During HST CPO Ceremony and change of command, CPO mess provided support and refreshments. Additionally, CPO mess also manages thirteen berthing areas, six heads, various passageways, and storage spaces. CPO mess received new carpet in the lounge and installed one new freezer, an additional salad bar, and a hot bar during PIA-03/04. CPO Mess ended year with more than 350 Mess Members.

TRAINING DEPARTMENT

Temporary Additional Duty (TAD) - In CY 2004, the USS HARRY S. TRUMAN Training Department managed **$724K** dollars in budget Operating Target (OPTAR) grants for TAD schools and travel.

The Training Office processed more than 400 sets of cost-TAD orders and travel claims for schools and travel, and 2,247 sets of no-cost orders for professional schools and training in the Norfolk area.

Leadership Development Program (LDP) - In CY 2004, Leadership Development Program (LDP) course completions for USS HARRY S. TRUMAN were as follows:
E5 - 109
E6 - 84
E7 - 35

Indoctrination Division (I-Div) - The Training Department continuously held approximately 40 INDOCs for more than 1,090 newly reporting personnel to accommodate every Sailor within 2.5 weeks of checking aboard. The indoctrination process is a 2-week course in port and a 1-week course underway. During indoctrination, Sailors are qualified basic DC, introduced to key personnel, and trained on a variety of USS HARRY S. TRUMAN policies and programs.

Training & Readiness - 31 General Quarters (GQ) drills were held, resulting in more than 232 reportable competitive exercises (COMPEXs) and another reportable 939 repetitive exercises (REPEXs) across 7 training teams and 6 Warfare areas. TRUMAN was the first carrier to enter into her shipyard period, complete work-up readiness cycle, conduct summer surge and deploy under Fleet Response Plan.

Equal Opportunity (EO) -

Re-invigorated the command's Command Managed Equal Opportunity (CMEO) program.

1. Updated/rewrote command's CMEO instruction.
2. Updated/rewrote command's SORM articles relating to CMEO and Equal Opportunity Advisor (EOA) functions.
3. Updated/rewrote CO's policy statements relating to Discrimination/Hazing/Fraternization/Extremist and hate group activity.
4. Arranged/conducted training for the CMEO team (manager and three assistants).
5. Organized and trained Command Training Team (CTT) (15 personnel).

Planned, organized, and executed command assessment:

1. Trained and led CMEO team in command assessment process, including conducting the survey, gathering and reviewing records data, conducting interviews, analyzing data, formulating conclusions, and developing recommendations and POA&Ms.
2. Trained and led Command Assessment Team (CAT) in the execution of the command's assessment process,

including conducting surveys, gathering and reviewing records data, conducting interviews, analyzing data, formulating conclusions, and developing recommendations and POA&Ms.
3. Conducted briefings to CO, XO, Heads of Department (HODs), CPO Mess, and Wardroom on the assessment process at each step.

Developed and posted results of assessment to ensure widest dissemination among the crew.

Developed and orchestrated progressive training program to support squadron personnel:
1. Personally trained CAG staff (12 personnel) in Command Training Team (CTT)/Command Assessment Team (CAT) process and procedures.
2. Personally trained squadron personnel (250+) in sexual harassment/fraternization/hazing.
3. Conducted CAT training for VAW-126 "FIGHTING SEAHAWKS" squadron (18 personnel).

Command Drug and Alcohol Program Advisor (DAPA) - Identified and tracked 258 cases.
1. Trained and coordinated the efforts of 25 Departmental DAPAs.
2. Updated the ship's SORM to better define the duties and responsibilities of the Command and Departmental LCPOs.
3. Submitted new command instructions:
   a. Right Spirit Contract
   b. PREVENT and Command Coordinator
4. Developed the outline for the Command De-glamorization Program.
5. Completed AWARE training for every new Sailor to the ship at Command Indoctrination.

WEAPONS DEPARTMENT

G-1 DIVISION: As of December 31, 2004, G-1 Division is comprised of 93 men and women. During 2004, G-1 Division expertly trained 85 personnel in Flight Deck, Hangar Deck and AWSE operations along with conventional ordnance handling, small arms, EE forklift, diesel 6K forklift operations and qualifications. We qualified 100% of the division as 3M 301 Maintenance Men, 100% as basic damage controlmen, 26 personnel as EAWS/ESWS, 100% in the CPR Qualification Certification program, 82% as weapons

elevator operator/safety observers, and 71% as Air-Nitrogen Purifier operators. Armament Weapons Support Equipment (AWSE) work center meticulously administrated and completed 3,900 man-hours of upkeep and preventive maintenance on 4,841 items of Aviation Weapons Support Equipment (AWSE) without error, resulting in a 100% AWSE availability rate in support of USS HARRY S. TRUMAN and the Embarked Air Wing.

In support of Operation Iraqi Freedom and the rigorous Summer Pulse 2004, the division expeditiously issued and received more than 2,950 tons of ordnance with zero discrepancies, which maximized weapons availability and resulted in a 100% sortie completion rate during 3,000 combat missions that expended 700 tons of ordnance on enemy targets in Iraq and more than 150 tons of ordnance for pilot proficiency.

The division provided career information training and educational awareness opportunities to all divisional personnel, allowing 25% the opportunity to attend PACE or college courses. In addition, the division achieved a 59% advancement rate and a 45% retention rate with SRB'S of more than $114,000 dollars. Finally, a divisional OPTAR of more than $32,000 dollars was flawlessly managed, directly and positively impacting the division's overall material condition.

G-2 DIVISION: G-2 Division (Ship's Armory/MK46 Torpedoes/Magazine Sprinkler Maintenance) is currently manned with 36 GM/TM who are responsible for the testing and operational maintenance of 34 magazine sprinkler systems and the maintenance and upkeep of 188 small arms, two 40mm saluting batteries and various crew-served weapons. They provide oversight for the storage and assembly of the MK 46 lightweight torpedoes for fixed wing/rotary wing aircraft used in ASW operations.

Upon completion of SRA 03 in Portsmouth Naval Shipyard in February 2004, G2 Division successfully completed Torpedo Readiness Certification Inspection (TRCI), OHSAT, COSR 1&2, AORR, MSRR, CSPAT, and INSURV with no major discrepancies. In response to the increased Force Protection requirements, Small Arms Instructors and line coaches completed hands-on training and qualifications for more than 4,871 armed watchstanders while safely expending more than 716,500 rounds of ammunition. They completed 15 Full Bore live-fire exercises, flexing the 50cal machine gun, the M240 machine gun and the MK19 grenade launcher. The Full Bore teams trained in the rapid response to repel

and defend the ships against a wide variety of simulated attacks.

G2 Division provided honors with 40MM saluting batteries to support HARRY S. TRUMAN'S and COMNAVAIRLANT's change of command ceremonies. They performed a 21 gun salute in honor of President Reagan's funeral, and also provided the firing squad for three Burial at Sea Ceremonies. G2 Division conducted more than 2,762 Planned Maintenance Actions with 100 percent record accomplishment rate. Two G2 personnel were selected as Department Sailors of the Quarter.

G-3 DIVISION: The Bomb Assembly Division is currently comprised of 101 men and women who are responsible for the safe operation and maintenance of 28 large weapons magazines loaded with more than 2,000 tons of conventional ordnance. G-3 was also responsible for the safe build-up, assembly, and issue of more than 102 tons of bombs, ammunition, and missiles and the delivery of more than 30 tons of ordnance expended by Carrier Air Wing Three on enemy targets during 2004 Summer Surge and Operation Iraqi Freedom combat operations.

During 2004, G-3 Division expertly trained 126 personnel in Conventional Ordnance Qualification/Certification, 129 personnel in small arms, and 120 personnel in EE forklift and diesel 6K forklift operations and qualification. We qualified 95% of the division as 3M 301 Maintenance Men, 100% as basic damage control men, 33 personnel as EAWS/ESWS, 100% in the CPR Qualification Certification program, and 82% as weapons elevator operators and safety observers.

We provided career information training and educational awareness opportunities to all divisional personnel, allowing 100% the opportunity to attend PACE or college courses. In addition, the division achieved a 21% advancement rate and a 74% retention rate with SRB'S of more than $223,487.

During the summer of 2004, G-3 sent a detachment to NAF Fallon, NV to support Carrier Air Wing Three Combat training. While in Fallon, the detachment received training on the newest weapon in the Truman's arsenal: the Joint Direct Attached Munition, GBU-38. In support of Operation Iraqi Freedom, the division expeditiously issued and received 101 tons of ordnance with zero discrepancies which maximized weapons availability and resulted in a 100 percent sortie completion rate during the 978 combat missions that expended 29 tons of ordnance on enemy targets

in Iraq. The winter of 2004 found G-3 on deployment and taking intensive care of its missile maintenance program and making preparations for the command 3-M inspection as well as planning for the Post-cruise Missile Pre-sentencing Inspection.

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.

In February 2004, as the ship commenced its underway training cycle, G-4 division embarked on a thoroughly intensive examination of all 9 weapons elevator systems. Completing exhaustive SOT II checks on all systems and identifying and correcting hundreds of "corrosion" gripes, G-4 flew through INSURV with flying colors.

In June 2005, G-4 went to sea for the first-ever FRP Summer Pulse exercise. Determined to succeed in all aspects of fleet readiness and response, G-4 personnel met, and exceeded, all expectations. After enjoying a hard earned, and well deserved, port visit to Naples, Italy, G-4 returned to sea and continued to uphold the high standards of the finest division in the Navy. During COMPTUEX, G-4 conducted 35 career development boards identifying a host of career and PTS opportunities for its personnel, including the approval of 3 out of 3 "A" school requests.

G-4's hard-working men and women never falter while serving their country in a dedicated manner. Faced with extremely adverse conditions less than one month prior to deployment, we met all obligations, including a Navy-wide EE forklift flow control valve discrepancy, with tremendous success.

Upon arrival in 5th Fleet and the start of our involvement in Operation Iraqi Freedom, team G-4 was already in "Combat Mode". Having provided flawless weapons elevator and MHE support in the safe and efficient transfer of more than 5,000 CONREP/VERTREP and Pier-side lifts of ammunition, resulting in the movement of more than 6,000 tons of ordnance for delivery upon potential enemy targets, our highly trained force of warriors were eager for battle and ready for anything. After several weeks of sustained combat operations, G-4 was afforded an opportunity for

liberty in Bahrain where they behaved excellently as highly respectable ambassadors of the United States of America. Back on line for a few weeks afterward and G-4 had another break in the arduous action with a liberty port in UAE again, behaving as highly polished centerpieces of American ambassadorship.

G-5 DIVISION: G5 Division consists of Aviation Weapons Movement Control Station (AWMCS), Retail Ordnance Logistical Management System (ROLMS) Work Center, Quality Assurance Branch (QA) and the Weapons Damage Control Work Center WG41.

G5 Division coordinated and managed the transfer of 4.1 million pounds of conventional ordnance and associated equipment in support of 2004 training cycle and deployment. These assets were administratively managed by ROLMS, ensuring all items were tracked by serial/lot number. ROLMS personnel also tracked more than 300 Notice of Ammunition Reclassifications, Ammunition Information Notices and overhead Fire Reports, ensuring any faulty ammunition was properly identified and positioned IAW applicable directives. This work center also completed more than 3,000 ammunition transactions without discrepancy.

The QA Branch conducted 48 Quality Assurance Audits within the department, ensuring optimum mission readiness as dictated by OPNAV, NAVSEA and TYCOM instructions.

Work Center WG41 successfully completed more than 4,500 PMS checks on damage control equipment and related spaces with a performance rate of 98%.