



DEPARTMENT OF THE NAVY

USS ABRAHAM LINCOLN (CVN-72)
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From: Commanding Officer, USS ABRAHAM LINCOLN (CVN 72)


To: Chief of Naval Operations (N-09BH)

Subj: COMMAND HISTORY FOR CALENDAR YEAR 1999

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Command History for 1999
(2) Biography of Commanding Officer
(3) Welcome Aboard Booklet
(4) Battle E Award Submission

1. Per reference (a), enclosures (1) through (4) are forwarded.


J. D. CLOYD
By direction

USS ABRAHAM LINCOLN (CVN 72)

COMMAND HISTORY 1999

Enclosure (1)

1. Command Composition and Organization

a. **Mission.** To support and operate naval aircraft at sea, maintain open sea lanes for maritime traffic, project naval power at sea and ashore, and provide a formidable strike option in response to national tasking. ABRAHAM LINCOLN serves as a flagship command and control platform, able to direct and support full battle group and joint operations. The ship also serves as a symbol of U.S. resolve, acting as an ambassador and as a sea-based deterrent to threats to our national interest.

b. **Organizational Structure.** Captain J. J. Quinn served as Commanding Officer. Captain Kendall L. Card served as Executive Officer until relieved by Commander J. D. Cloyd on 22 November. YNCM(AW/SW/SS) William Nissen served as Command Master Chief.

The ship's chain of command as of 31 December 1999 was:

Commander in Chief	President William Clinton
Secretary of Defense	The Honorable William Cohen
Secretary of the Navy	The Honorable Richard Danzig
Chief of Naval Operations	ADM Jay Johnson
CINCPACFLT	ADM Thomas Fargo
COMNAVAIRPAC	VADM Michael Bowman
COMCRUDESGRU THREE	RADM Philip Balisle

Department Heads serving onboard as of 31 December 1999 were:

Administrative Officer	LCDR [REDACTED]
Air Officer	CDR [REDACTED]
AIMD Officer	CDR [REDACTED]
Combat Systems Officer	LCDR [REDACTED]
Command Chaplain	CDR [REDACTED]
Dental Officer	CDR [REDACTED]
Engineering Officer	CDR [REDACTED]
First Lieutenant	LCDR [REDACTED]
Legal Officer	CDR [REDACTED]
Maintenance Officer	LCDR [REDACTED]
Navigator	CDR [REDACTED]
Senior Medical Officer	CDR [REDACTED]
Operations Officer	CDR [REDACTED]
Public Affairs Officer	LCDR [REDACTED]
Reactor Officer	CDR [REDACTED]
Safety Officer	CDR [REDACTED]
Supply Officer	CDR [REDACTED]
Training Officer	LCDR [REDACTED]
Weapons Officer	CDR [REDACTED]

2. Chronological Listing of Significant Events

Jan 01-19	Post-WESTPAC standdown period
Jan 19-Feb 04	At sea
Jan 23-27	FRS CQ
Jan 28-Feb 03	Santa Barbara, CA, port visit
Feb 25	Ammunition offload inport Naval Station Everett
Mar 1-16	At sea
Mar 4-6	Force QA Audit
Mar 4-9	FRS CQ period
Mar 12-16	Victoria, BC port visit
Mar 16	Family day cruise from Victoria, BC-Everett; performed CQ with VAQ-139 and VAQ-129, completed 31 launches and recoveries while transiting to Everett
Apr 1	Commenced Planned Incremental Availability (PIA) period at Puget Sound Naval Shipyard
Sep 8	CNAP Aviation Fuels System Certification
Sep 15	Conclusion of PIA period
Sep 13-20	Shakedown cruise
Sep 15-20	CNAP Flight Deck Handling team embarked for the flight deck certification
Sep 23	Aviation fuels on-load of 460,000 gallons of JP-5 inport Everett without incident
Oct 4	Aviation fuels on-load of 460,000 gallons of JP-5 inport Everett without incident
Oct 6-15	At sea
Oct 6-9	FRS CQ during transit to San Francisco
Oct 9-13	Inport San Francisco
Oct 19-21	Completed CART II (Command Assessment of Readiness and Training), administered by ATG PacNorwest and ATG AirPac, inport fast cruise
Oct 25-Nov 24	At sea
Oct 25-Nov 15	TSTA I/II/III; Air Department executed 1610 launches and recoveries and issued 1,019,706 gallons fuel in 1,091 evolutions

- Oct 27** VERTREP/UNREP with USS BRIDGE, received 2,000,100 gallons of JP-5 fuel
- Nov 16-18** Final Evaluation Problem flight deck drills
- Nov 25-Dec 31** Ship Availability and holiday leave periods

3. Narrative

The following accomplishments highlight ABRAHAM LINCOLN's performance in CY 1999:

- A Force Quality Assurance audit in March resulted in an overall adjective grade of "excellent," identifying the ship as only the second Pacific Fleet aircraft carrier to receive this grade.
- The ship completed the PIA two weeks ahead of the scheduled CNO shipyard departure date.
- During the September Flight Deck certification, inspectors were quoted as saying, "The best fuels division in the fleet." During Fuel Systems Certification, Air Department executed 296 launches and recoveries and fueled 118,385 gallons fuel to 167 aircraft. The AirPac Handling team addressed the ship as, "The best Air Department Training Team in the fleet."
- In October, Air Department executed 21 launches and recoveries and issued 15,283 gallons fuel in 35 refueling evolutions. Conducted flight operations during the Parade of Ships upon arrival in San Francisco Bay for Fleet Week.
- Final Evaluation Problem (FEP) flight deck drills were graded above fleet average with a score of 97%.
- Supply Department was awarded runner up in the Captain Edward F. Ney Memorial Award for Food Service Excellence.
- ABRAHAM LINCOLN received the 1999 Department of Defense Award for Best Anti-Terrorism Program Afloat .

The ship's departments provided support in the following ways:

AIR DEPARTMENT

The ship safely completed 4,134 aircraft launches and recoveries in support of four CVW CQ periods, Shakedown Cruise, TSTA I/II/III and FEP. Each division achieved great accomplishments in flight operations and maintenance.

V-1 and V-3 Divisions conducted over 10,335 aircraft moves on the flight and hangar decks and executed over 775 elevator runs. Crash and salvage teams responded to 24 actual emergencies. V-2

Division completed over 508 Aircraft Launch and Recovery Equipment (ALRE) work packages during the PIA. An impressive replacement of the MK 6 Mod 3 Jet Blast Deflector (JBD) with a MK 7 Mod 1 JBD was made at a cost of over \$4,000,000. The old JBD was completely removed and replaced

by a larger paneled JBD in a record six months.

V-4 Division completed over 700 preventative and corrective maintenance actions during the PIA. V-4 Division expeditiously handled over 2,059 mishap-free aircraft refueling evolutions, which resulted in the safe and efficient delivery of 1,670,694 million gallons of aviation fuel. Additionally, they received 3,000,000 gallons of aviation fuel incident-free during an underway replenishment evolution and two inport replenishments.

The following are Air Department accomplishments during the PIA period: V-1 Division replaced 160,000 sq.ft. of non-skid; chipped, primed, and painted 2,200 sq. ft. of the island structure; chipped, primed, and painted 45,000 sq. ft. of catwalks and light lockers; rehabbed 18 spaces and passageways; overhauled 22 AFFF hose reels, 40 AFFF and salt water hose basket lids; installed 32 CO2 and PKP brackets; overhauled 36 safety nets; refurbished three crew berthing spaces; tiled five crew wash rooms; test pulled the high power tiedowns; and replaced 1,500 sq. ft. of catwalk grating. V-2 Division completed 508 Aircraft Launch and Recovery Equipment (ALRE) work packages by Puget Sound Naval Shipyard, Voyager Repair Team (VRT) from San Diego, Pacific Northwest ALRE Team, Carrier Air Field Support Unit (CAFSU) and Ship's Force personnel from 14 work centers; key jobs included installation of Service Change #106 on Catapult Number Four JBD, replaced by the Mk 6 MOD 3 JBD with the Mk 7 MOD 2 JBD at a cost of over \$4,000,000; replacement of Catapult Number One Low Loss Launch Valve and Capacity Selector Valve assembly; overhaul of the Number One Arresting Gear engine; and overhaul of the Landing Signals Officer Heads Up Display. V-3 Division renovated 25 divisional work spaces, two divisional berthing spaces, the division head, 26 AFFF fire stations, all four elevator wells, all four elevator doors, Hangar Bay 1, 2, and 3 overheads, and all Hanger Bay deck edges. V-4 Division performed 700 preventive and corrective maintenance actions. Ship alterations included the JP-5 Tank Level Indicator Control Console, removal of aircraft fueling stations #19 and #20, and the installation of riser gauges on the 17 aircraft fueling stations. The Division also cleaned, repaired, and inspected over 50 JP-5 tanks. Twenty personnel received in-rate training through cross-decking to other CNAP carriers, and more than 6,000 hours of training was performed. Approximately 500K gallons of JP-5 were transferred pier-side in preparation Fuel Certification and Flight Deck Certification. They also prepared, painted, and maintained over 50 Division/Squadron spaces, and completed Aviation Fuels Operational Sequencing System verification. V-5/VX-40 worked Corrosion Control on 17 AESS hatches and rehabilitated 18 ventilation spaces.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

Through successful utilization of new equipment and an aggressive maintenance program, Aircraft Intermediate Maintenance Department (AIMD) increased the warfighting capability of the ABRAHAM LINCOLN Battle Group and Carrier Air Wing FOURTEEN (CVW-14).

Although AIMD was severely reduced in manpower as a result of the PIA, it amassed impressive statistics during the final quarter of CY99.

Over 20,000 maintenance actions were processed with 50,000 man-hours expended. An 89 percent Ready-For-Issue rate was maintained while supporting CVW-14 and the ABRAHAM LINCOLN Battle Group during TSTA. AIMD received five new Common Rack and Launcher Test Sets which not only increased repair capability of various bomb racks and launchers but also reduced repair turnaround time. Other new test set additions included: Night Vision Goggle Test Set, an upgraded Electrical Sub-Assemblies Test Set, an overhauled MA-2 Generator Test Stand, FASAR induction coil test set, and

software cartridge updates for the GACT/GRAD. One of the most significant additions was stand-up of the Simulated Automated Maintenance Environment which replaced Enhanced Comprehensive Asset Management System as the database of choice for jet engine/module management.

Receipt and stowage of over 300 items of Aircraft Armament Equipment (AAE) from shore-based AIMDs rather than crossdecked AAE improved the quality of AAE issued to customer squadrons, with fewer manhours wasted on repairs.

AIMD's quick action in submitting an Urgent Engineering Assist to resolve compatibility issues between the AN/WSN-7 (V) 3 Ring Laser Gyro Navigation System and the Inertial Measuring Unit Test Set averted the total loss of all Inertial Measuring Unit repair capability and the possible downing of all CVW-14 aircraft for nighttime flying.

The department established a post-deployment joint Aviation Weapons and AIMD Support Equipment rehabilitation detachment, and performed corrosion treatment and repair of 1,243 Individual Material Readiness List assets. The rehabilitation efforts saved COMNAVAIRPAC \$630K in rework costs. AIMD provided support equipment assets to Air Department ahead of schedule, contributing significantly to a successful post-PIA flight deck certification. It maintained 100% flight deck support equipment readiness during TSTA, and instructed over 300 ship and Air Wing personnel in the proper operation of Material Handling, Crash and Salvage, and Aviation Support Equipment.

Fleet Calibration Activity received 12 new calibration standards that enabled Battle Group equipment to be calibrated to higher specifications for frequency, resistance, current, and voltage as well as increasing equipment reliability and accuracy. It completely certified the AIMD test cell and three technicians to run F-404 engines well ahead of projected schedule.

AIMD submitted 37 NAMDRP reports in order to document substandard workmanship, improper procedures, and deficiencies in material and publications. Airframes researched, developed and performed extensive structural repairs on the Captain's Gig, saving the Navy more than 6,000 dollars in contractor related costs. AIMD, along with the assistance of Combat Systems Department, corrected a long-standing reception and antenna compatibility problem with the Commanding Officer's bridge radio. The CO now has clear uninterrupted communication with airborne aircraft.

COMBAT SYSTEMS DEPARTMENT

The ship has benefited greatly from the department's sophisticated system upgrades and installations, as well as persistent efforts to rapidly repair communications and radar casualties.

Combat Systems Information Branch:

ABRAHAM LINCOLN continues to be in the forefront of Command, Control, Communications, Computers, and Intelligence (C4I) support to the mission.

The Communications division, CS1, was rated at the FEP level during CART, indicative of its exceptional performance throughout the year.

The Tactical Support Automated Information Systems CS3 Division spent much of the year in anticipation of problems associated with Y2K. In this effort, the division tracked more than 50 mission-critical C4I systems. Additionally, CS3 developed and implemented ABRAHAM LINCOLN's first ever

INTRANET service (ABENET). This provided increased server capacity and reliability and thus eliminated the need for mass-produced printed products.

The Tactical Automated Information Systems CS8 Division was created to maintain the more than 25 tactical systems, comprised of the IT21, Global Command and Control System–Maritime networks, and intelligence and airwing support systems.

During PIA 99, ABRAHAM LINCOLN experienced a major fire in the CVIC, destroying the entire APS Tomahawk Planning suite and Tarps DCRS. Four CS8 technicians were first on the scene, containing the fire until relieved by the inport emergency fire party. With the assistance of division personnel, full repairs to the CVIC were achieved 30 days earlier than projected. In preparation for the year 2000, Combat Systems conducted the installation and upgrade of 10 tactical automated information systems.

Combat Systems Maintenance Branch:

The branch excelled throughout the year by keeping equipment up and operational throughout two consecutive Carrier Qualification periods and taking equipment down for an extended availability. Following the availability, the branch set up a rigorous Combat Systems Post Availability Test (CSPAT) plan, encompassing the entire Combat Systems team inport and underway. Combat Systems Maintenance Branch ended the year with an upgrade to 12 additional systems during the holiday stand down period.

CS2 Communications Maintenance Division:

- Provided technical support and oversight for the following upgrades: SHF AN/WSC-6(V)5 (DSCS); AN/USC-38 (EHF) system field change five; Dual Tactical Receive Equipment (Dual TRE); Real Time Sensor Data Link (RTSDL). Automated Digital Networking System (ADNS). SMQ-11 Terra-Scan Operating System.
- The division responded to over 140 copier trouble calls, saving the Navy more than \$25,000. Over 280 additional copier alignments were performed, resulting in a savings of an additional \$45,000.

CS5 Interior Communications Division:

- Essential repairs were performed using ship-manufactured parts on the underwater log's distance counter gear train and a broken pendulum assembly in the SeaTel satellite dish
- Through aggressive use of a telephone accounting system, saved the ship over \$200,000 in long distance telephone service fees. Also discovered and fixed a programming error with the assistance of AT&T's fraud investigation service that had allowed unauthorized personnel to make long distance telephone calls.
- Engineered an interconnection between the ship and the APL-62 barge during ABRAHAM LINCOLN's six-month PIA period. This seamless interconnection of three telecommunications systems saved thousands of man-hours of time and effort allowing the ship to leave the PIA ahead of schedule.
- Assisted with the installation and programming of over 200 PCS cellular wireless J-dial telephones. Trained the ship's crew in their application allowing for more efficient use of manager's time.

CS6 Radar Maintenance Division:

Removed were the AN/TPX(V)8 CATCC DAIR, AN/WSN-1, NAVSSI BLK 2, AN/UYK-44 (x2), CV-2953A (x2), AN/USQ-69, AN/USH-26, 4580A Power Supply Sets (x2), 38 Backup Batteries, two CONRAC Monitors, and cabling connecting the AN/WSN-1 system to its users. Installed were the AN/TPX(V)14 CATCC DAIR, NAVSSI BLK 3 (Fwd RTU, Aft RTU, DCS, BWS), AN/WSN-7, OU-174 (V) WSN-5 (CV-4095/WSN-5 Data Converter, AN/SRC-40 Remote) IP-1747/WSN-7 (V) CDU. Two GPS antennae on the upper yard arm were added as well as cabling to RLGN data users. Modifications were performed on the Mk 70 MOD6 Digital Switchboard while successful certifications were completed for the AN/SPN-41, AN/SPN-46, and TACAN.

CS7 Fire Control Division:

CS7 technicians have provided outstanding support for the ship, Battle Group, and shipyard. After 4 months of technical assistance to USS SHILOH, CS7 Division provided manpower where it was needed during ABRAHAM LINCOLN's availability. Fire Control technicians worked for Work Test Control, SUPSHIP, Habitability Team, Mast Preservation Team, Security; Food Services, and Mess Deck Master at Arms.

The CIWS workcenter faced a major casualty as ABRAHAM LINCOLN returned from its Arabian Gulf deployment. When a wall of water washed over the CIWS Mount 22 sponson, a Ready Service Locker was sheared from its foundation and hurled it into the gun mount. The search platform was stripped off, and the RSS section and waveguide filled with seawater. During the PIA period, Mount 22 was replaced requiring over 200 ship's force manhours to complete. 130 ship's force manhours were also needed to replace CIWS Mount 24 which had a history of problems including damage as a result of a broken flex waveguide in the RSS.

ACDS technicians were directly responsible for significant upgrades to the ship's Combat Direction Center (CDC). They replaced both UYK-43 computers and 21 OJ-451 (V)9 consoles while performing in place grooms and installing Field Changes to the ON-201 and BVP. In place grooms were also done on the OL-191's, ON-173, and OJ-535's. The PT-525 was also removed saving the ship approximately \$15,000-\$20,000 a year in parts.

The around-the-clock availability of the division's 2M repair shop was essential to Combat Systems and Reactor departments. Repairs were made to 43 pieces of electronic equipment, averting 10 Casualty Reports (CASREPs) and saving the Navy \$112,402.

DECK DEPARTMENT

Deck Department completed an underway replenishment with USS BRIDGE, with ABRAHAM LINCOLN receiving 2,000,000 gallons of JP-5 fuel. The ship anchored at Santa Barbara, Victoria, BC, San Clemente, and San Francisco.

During the PIA, Deck Department repainted 250 officer berths, all external surfaces of the ship, over 300 ship's spaces, and all enlisted berthing spaces. Deck Department overhauled the port motor whaleboat davit with the assistance of Todd Shipyard and the Engineering Department.

DENTAL DEPARTMENT

Dental Department completed conversion of all dental records onboard ABRAHAM LINCOLN

to the new U.S. Navy Medical Outpatient and Dental Treatment Record jackets.

During the PIA period, the Dental Department moved aboard APL 62 as the first occupants of the new clinic. The barge was significant as one of the first afloat dental facilities to have a digital radiography unit installed.

During PIA, Dental's main passageway deck and tile in the Dental berthing head were completely resurfaced. Additionally, the prosthetic laboratory ventilation system was upgraded and a new Magna-Clave autoclave was installed in the sterilization room.

Dental readiness dipped to 90% during the shipyard availability period but quickly rose to 96% once out of the shipyard environment. The Navy's Phased Dentistry guidelines for prioritizing dental treatment continue to be the cornerstone of high Operational Dental Readiness.

A Reservist Oral Surgeon and four Lieutenant Dental Officers from Naval Dental Center Northwest were assigned to ABRAHAM LINCOLN to obtain shipboard training/ familiarization and to provide operational support to the ship.

ENGINEERING DEPARTMENT

O2N2 Generating Plants - Ship's force assisted with the removal of the Cosmodyne GB2AS O2N2 producer and installed a Gas Equipment Engineering Corporation O2N2 producer. The new plant was installed and test operated ahead of schedule.

Catapults - Conducted carrier qualifications in the early spring with out any down time. During PIA, ship's force work list included the removal, overhaul, and installation of 300 various types and sizes of steam valves. Ship's force completed the preservation of number 3 and 4 catapult accumulator and fill rooms. COMNAVAIRPAC conducted Steam Generator Plant Inspection on all 4 accumulators assisted by Ship's Force, with a final grade of outstanding. Sea trials and carrier qualifications were conducted post-PIA, including a vigorous test of the catapults. The catapults performed superbly with the exception of number 3-catapult launch valve piping which ruptured. The watch team handled the casualty quickly and repaired piping system without interruption of support for qualification.

Steam and Heat - Coordinated the installation of ten AERCO HELTHERN Hot Water carrier heaters. Completed more than 150 ship force work items and installed 7 new hot water recirculation pumps, improving reliability and improving quality of life for all crew members.

Air Conditioning and Refrigeration - Installed number ten 363 ton Air Conditioning Unit and replaced over 2200 feet of chill water piping. Upgraded major header piping from 8" to 10" and 6" to 8". Ship's Force repaired or replaced over 50 various pieces of galley equipment and overhauled #2 seven-ton refrigeration compressor.

Outside repair - Ship's force completed overhaul of 5 Motor Driven Fire Pumps (MDFP) and assisted Puget Sound Naval Shipyard with the new installation of #23 MDFP. Ship's Force refitted 250 showers with new Hollywood heads greatly improving quality of life issues onboard for Ship's company and Air Wing.

Hydraulics Shop - Performed emergent tensioning of #2 Aircraft Elevator cables enabling

continuous operations of the elevator for flight operations. Additionally, assisted the Electrical division in the emergent repairs to the Main 10-inch hydraulic valve limit torque assembly. During the recent PIA, the shop replaced the mechanical seals on all 4 Steering Units, replaced and tensioned the cables on No's. 1 and 4 Aircraft Elevators and assisted in the repairs to the Anchor Windlass bull gear locking pin. The shop also performed voyage repairs to No. 1 Aircraft Elevator flight deck lock bar miter box.

General Services Shop - Trained over 300 personnel on the proper use of SOMS. Installed 10 new water heaters in support of ship's company and the airwing. Corrected over 1,000 trouble calls in galley, laundry, and ventilation systems.

Motor Rewind Shop – Rewound, repaired, and refurbished over one dozen electric motors, including motors from refrigerators, RADARs, fire pumps, ventilation systems, and critical reactor plant systems. Supported battle group operations as a Battle Force Intermediate Maintenance Activity component, rewinding a motor from the USS CROMMELIN.

Power Shop – Maintained and repaired motors and controllers for all major equipment systems throughout the ship. Overhauled seven conveyors, allowing Supply Dept to move stores more efficiently. Executed post-PIA repairs to all A/Cs. Discovered and corrected the miswiring of fire pumps which caused incorrect indications.

Distribution Shop - Assisted PSNS Shop 51 in lug replacements of 22 load centers and six 400HZ switchboards. Groomed limit switches on 4 ACE doors, 12 stanchion banks, 2 divisional doors enabling Air Department to successfully complete flight deck certification. Refurbished and calibrated 50 AESS stations in support of embarked Air Wing. Repaired 4 AESS circuit breakers saving over \$15,000.00 in repair cost and accomplishing what is normally a depot level repair. Returned 5 M/G sets to full operational status following PIA and enabling Combat Systems Department to meet all testing requirements.

Sound Power Shop – Repaired, replaced, or rewired over 300 1MC speakers throughout the ship. Repaired over 35 5MC speakers in preparation for Flight Deck Certification. Installed 1MC microphone in Central Control, which enabled the DCA to combat damage more effectively.

Alarm and Warning Shop - Realigned all four steering units after shipyard work. Repaired ship's helm console and six remote indicators. Overhauled shaft RPM indicator system. Repaired the audible alert signal for the Propulsion Order Indicator System between the Bridge and #2 EOS. Groomed all 129 indicators of the valve position indicator system.

Battery and Lighting Shop - Completed over 3000 lighting and power troublecalls and 500 CSMP requests. Installed all electrical components in 16 airwing berthing spaces during PIA. Installed a receptacle circuit for the aft gym and assisted PSNS in completing the high profile electrical installation on FWD gym. Completed over 40 special projects and installed over 4000 feet of cabling and associated equipment in CO's inport cabin, Flag Bridge, Officer's Quarterdeck, CO's gig, and Lincoln Room.

Electrical Safety - Trained over 2000 junior and senior people in all areas of Electrical Safety during Ship's Indoctrination. Rewrote the Electrical Safety Instruction portion of the ship's SORM, implementing all changes required by the CNO's IDTC directives. Successfully passed COMANVAIRPAC inspection with a grade of "effective".

Repair Division completed depot level hydroblasting to 9 Sewage system zones, encompassing 64 Officer and Crew heads. This aggressive 7 week 280 man-day undertaking restored soil drain piping to original capacities, greatly improving crew habitability. Accruing maintenance funding avoidance of \$550,000 in contractor costs.

Repair Division completed a detailed walk through analysis of all 130 heads onboard, repairing 318 deficiencies. These vital corrective maintenance actions ensured crew habitability and quality of life were at their highest levels prior to crew move aboard.

Repair Division personnel completed repairs to 27 CHT diverting valves and their associated remote operating gear thereby restoring system operation to design specifications. Additionally, two CHT pumps and two sanitation pumps were rebuilt and operationally tested.

Unable to move the crew off ship due to housing availability, Repair Division personnel coordinated with Puget Sound Naval shipyard the flawless installation of temporary sewage pumping systems. This dynamic and transparent team effort ensured continued crew habitability while allowing safe entry into holding tanks for depot level corrective maintenance.

Repair Division completed 3 Depot level, 56 IMA level and 510 organizational level repairs totaling 20,000 man-hours throughout the ship. These corrective maintenance actions included 36 mandatory, reactor safeguard deficiencies prior to reactor plant testing and startup. Ship's force repairs greatly improved quality of life and living conditions and were instrumental in completing PIA-99 two weeks ahead of the CNO's end date.

In support of PIA-99, ships force established the use of the Ship's Mechanical Engineering Repair Facility co-located inside Puget Sound Naval Shipyard. With superb planning and outstanding mechanical and machinery execution, ships force performed overhaul and repairs to 133 valves saving maintenance funding in excess of \$133,000.

Repair Division personnel conducted structural bulkhead and stainless steel sheetmetal modifications to Commanding Officer's Galley and passageway, greatly improving safety and sanitary conditions.

Post-PIA underway periods shifted the focus of the Engineering Department from maintenance to operations. Consequently, the intensity of Damage Control training quickly accelerated upon start of the inter-deployment training cycle. In October, CART II validated the Damage Control Training Team's ability to execute realistic drill scenarios and inculcate the crew in casualty response. TSTA I/II/III the following month exercised the crew with more challenging and complex scenarios. The Damage Control training reached its zenith during the FEP when battle problems flexed the entire ship's company's ability to surmount casualties affecting multiple mission areas.

LEGAL DEPARTMENT

The Legal Department executed 72 wills and over 1,200 powers of attorney during the PIA period. It processed 12 Summary Courts-Martial, 31 Special Courts-Martial, 3 General Courts-Martial, 1 Article 32, 638 nonjudicial punishment cases and 84 administrative separations throughout the year.

MAINTENANCE DEPARTMENT

The Maintenance Department provided professional and efficient administrative and logistical support to continuously improve ABRAHAM LINCOLN's operational readiness.

Maintenance Support Division provided logistical support for 4,682 customers during the calendar year. The MSC Division also reviewed, validated and processed over 39,000 equipment records, 18,000 COSAL items and 1,100 technical manuals and publications.

Maintenance Department's habitability team dramatically improved the quality of life on board ABRAHAM LINCOLN. 984 deck tile renovations and lagging repairs were accomplished throughout the year.

The 3-M Division provided guidance and supervision to 164 workcenters in all facets of the ship's 3-M program. 3-M divisional personnel processed over 24,000 preventive and corrective administrative maintenance actions during the calendar year. Additionally, the 3-M Division implemented a quarterly zone inspection program for the ship's 2,722 spaces.

MEDICAL DEPARTMENT

The Medical Department saw a total of 7,528 sick call visits, 16 patients were admitted to the ward, and 52 surgeries were performed during the year. These are impressive numbers considering that the ward and the operating room on the ship were closed for six months during the PIA. During those six months, medical care for the crew was provided on the barge located across the pier from the ship. The transition of the Medical Department to the barge spaces and then back to the ship was performed flawlessly.

The psychologist performed a total of 223 new psychological evaluations during the year. Not once was a patient medically evacuated due to psychiatric reasons during an underway period during the year, a tribute to the continued success of the program. The physical therapist logged a total of 2,328 patient visits during the year and continued to improve the quality of injury prevention initiatives such as back and knee classes.

The Medical Department streamlined sick call procedures and revamped the quality assurance program during the year. Responding to emergencies is what the department does best, evidenced by the prompt stabilization and treatment of a sailor with a heart attack while the ship was underway.

NAVIGATION DEPARTMENT

During the PIA period, Signal Bridge personnel completed an extensive rework of their interior and exterior spaces, totally refurbishing the 08, 09, and 010 level weatherdecks; sanding, painting, and preserving over 4000 square feet of bulkheads and decks. In mid-September, after completing the PIA two weeks early, ABRAHAM LINCOLN began the inter-deployment training cycle. During an aggressive TSTA/FEP, the Signalmen completed all requirements for the Final Evaluation Problem by the second day of CART II, earning the distinction as the best Signal Shack the inspector had ever seen. The Lincoln Honor Guard, under the direction of the Signalmen, participated in six burials at sea, numerous retirement ceremonies, two Seattle Mariner games, and two changes of command.

The Navigation Bridge received a major electronics upgrade comprising of a new Ships Control Display System and NAVSSI Block Three, greatly enhancing ABRAHAM LINCOLN's warfighting capabilities.

Competitively, the Navigation Department completed 100% of required exercises scoring an impressive 98.9%, and completed two navigation check rides with a rating from COMCRUDESGRU THREE of "Outstanding".

During the year, Navigation Department qualified 13 Officers of the Deck (Underway), 15 Conning Officers, 27 Command Duty Officers (inport), and 18 Assistant Command Duty Officers (inport).

PUBLIC AFFAIRS DEPARTMENT

The Public Affairs Department generated 20 press releases for regional distribution, and submitted approximately 700 Fleet Hometown News Releases resulting in approximately 1,400 news items. During this period, the command received the Chief of Information Merit Award for weekly newspapers for 1998 (afloat command, small page format) and generated 48 weekly newspapers. PAO personnel coordinated approximately 120 tours for local groups in Everett and 10 tours for nuclear field candidates and potential employees at Puget Sound Naval Shipyard. The department coordinated the visits of hundreds of individuals under the COMNAVAIRPAC Distinguished Visitor Program, the Lincoln Committee, and the Lincoln Commissioning Committee. Additionally, the department coordinated ship visitations by 8,500 visitors in Santa Barbara, 5,500 visitors in San Francisco, and 2,000 visitors in Victoria, BC.

REACTOR DEPARTMENT

Many significant maintenance and system upgrades were accomplished. The department shifted to an aggressive operational tempo in support of the ABRAHAM LINCOLN basic phase of the IDTC. During the final three months of the year, Reactor Department successfully conducted numerous training drills and propulsion plant evolutions in preparation for an upcoming Operational Reactor Safeguards Exam.

RELIGIOUS MINISTRIES DEPARTMENT

The Chaplain Department changed names to Religious Ministries Department (RMD) during 1999. The department administered an outstanding Command Religious Program, consisting of three chaplains plus an Air Wing Chaplain, eight Religious Program Specialists, and 15 Lay Leaders with many faith groups (Protestant, Catholic, Upper Room Fellowship, The Church of Jesus Christ of Latter Day Saints, Jewish, Seventh Day Adventist, Iglesia Ni Cristo, and Church of Christ International). This team of chaplains and lay ministers conducted over 210 worship services, 334 Catholic Masses, and numerous Bible studies with an attendance of over 5,000. In addition, the department teamed with the Medical Department to offer Anger/Stress Management classes, as well as implement a new Critical Incident Stress Program.

During the PIA period, the department established two work centers, one to support the crew

onboard the ship the other to support a working environment on the ship's working and berthing barge. This insured chaplain availability to the crew throughout the maintenance period.

The department facilitated a well-received Building Healthier Marriages (BHM) Seminar, with over 30 couples in attendance. The program is based on the popular Prevention Relationship Enhancement Program (PREP). BHM is a research-based program to help couples stay together and stay happy and is designed to teach skills for handling conflict and disagreements.

This year also saw the planning and execution of many high quality retreats and seminars. The BHM program built positive communication skills among over 60 couples. Two Single Sailor Retreats were also conducted resulting in the personal growth of many ABRAHAM LINCOLN Sailors.

Community Relations Projects (COMREL) were conducted in Victoria, BC, and during Fleet Week in San Francisco. Involving over 50 LINCOLN sailors, each project built positive community relations and encouraged sailors through outreach.

During 1999 RMD processed more than 445 American Red Cross messages, assisted 107 service members for emergency leave, totaling \$62,754.98 in Navy Marine Corps Relief Society loans, kept open a ship's library which served up to 150 crewmembers per day, and operated a six computer Learning Multimedia Resource Center.

SAFETY DEPARTMENT

1999 saw three distinct phases of operation for ABRAHAM LINCOLN and its Safety Team. From January through April the ship was engaged in carrier qualifications. On April 1, ABRAHAM LINCOLN moved to the Puget Sound Naval Shipyard at Bremerton, WA, for the six-month PIA period. Leaving the shipyard September 15, ABRAHAM LINCOLN spent the remainder of the year beginning workups for an August 2000 deployment.

Shipyards availabilities and transitions between phases of operation are typically periods of increased risk of mishap. Emphasis was placed on increasing safety awareness and training prior to each phase. Safety Standdowns were held prior to each change of operations, and at the midpoint of the availability. As a result of this preparation, the ship and its crew suffered no serious injuries during the entire year.

SUPPLY DEPARTMENT

During PIA, it was essential for Supply Department to move personnel and all supply services off of the ship to two barges. Food service, disbursing, postal, wardroom and chief's mess, sales and laundry operations were relocated with no interruption to crew services.

Several improvements were made to Supply Department spaces, including new equipment installation in the ship's galleys, wardroom and chief's mess. Additional improvements included a new PRC floor installation in the ship's laundry, prototyping a new floor for the Wardroom, and remodeling the Wardroom Lounge and Captain's Inport Cabin. One of the most significant improvements for the crew was the installation and outfitting of a new 1,600 square foot gym. Many self-help projects were completed, including refurbishment of three gym spaces, outfitting of 200 staterooms with TVs, and

painting more than 100 staterooms, ship's galley, wardroom and numerous passageways.

Supply Department was awarded runner up in the Captain Edward F. Ney Memorial Award for food service excellence. Other significant events included the Commander, Cruiser-Destroyer Group THREE Change of Command, as well as numerous distinguished visitor luncheons and dinners during port visits to Santa Barbara and San Francisco for Fleet Week.

TRAINING DEPARTMENT

Despite the time spent at Puget Sound Naval Shipyard and the workload of the PIA period, Training Department organized uninterrupted crew training and Indoctrination classes. The training facilities on the ship were given a material condition upgrade, so all the training was conducted in larger classroom facilities provided on a temporary Berthing Barge. These classrooms allowed more students per class. 10 Senior and 25 Junior indoctrination classes held a total of nearly 2,000 new crewmembers were introduced to ABRAHAM LINCOLN during 1999. College courses both through computer based curriculum and by professors from Central Texas College were also provided on these barge facilities.

Official government travel does not stop because of the ship's status in the repair availability. The Temporary Additional Duty office continued their hard work, arranging over 2,000 official trips for schools, seminars and professional symposiums.

Our Reserve augmentation program provided much needed support for many departments aboard the ship. Training department was actively involved in the augmentation process, gainfully employing over 70 Reservists from various Reserve Units throughout the country. Training Department was recognized by Deputy Commander, Naval Air Force Pacific Fleet, for expert logistic and communication support for our embarked Reserve staff.

With a TADTAR budget of over 500K, Training Department sent over 620 personnel to 560 different schools around the country. During the cycle, the crew was given the opportunity to voice their opinion for future home porting of ABRAHAM LINCOLN. Training Department coordinated and administered a Quality of Life survey for over 2,500 people to ensure that each crewmember's voice was heard in this very important decision.

WEAPONS DEPARTMENT

During the PIA period, the Weapons Department accomplished numerous ship alterations. The three former Special Ammunition Secure Storage magazines were converted to Universal Weapons Magazines. This resulted in an additional 9,500 square feet of ammunition storage space. Six elevator machinery rooms and nine weapons elevators were refurbished. 1,100 pieces of support equipment were refurbished by the Weapons detachment in Everett. Intermediate and depot level maintenance on over 330 magazine sprinkler system components was accomplished.

ABRAHAM LINCOLN received the 1999 Department of Defense Award for Best Anti-Terrorism Program Afloat. This was a direct result of the Ship's Self Defense Force program spear headed by the Security Division.

There was an organizational change in which the G-4 Elevators and Aviation Weapons Support

Equipment (AWSEP) division was restructured. The AWSEP portion of the division was combined with G-1 Flight Deck. G-4 remains the Elevators division.

Weapons Department successfully passed the Final Evaluation Period in TSTA II & III.