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Ser

From: Commanding Officer, USS ABRAHAM LINCOLN (CVN 72)
To: Chief of Naval Operations (N-09BH)

Subj: COMMAND HISTORY FOR CALENDAR YEAR 2000

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command History for 2000
(2) Biography of Commanding Officer
(3) Welcome Aboard Booklet
(4) Battle E Award Submission

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

D. K. DUPOUY

USS ABRAHAM LINCOLN (CVN 72)

COMMAND HISTORY 2000

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 also serves as a flagship command and control platform, able to direct and support full battle group and joint operations. Wherever it goes, the ship serves as a symbol of U.S. resolve, acting both as an ambassador and as a sea-based deterrent to threats to our national interest.

b. Organizational Structure. During calendar year 2000, Rear Adm. J. J. Quinn served as Commanding Officer until relieved by Captain Douglas K. Dupouy on May 15, 2000. Captain J.D. Cloyd served as Executive Officer. CMDMC(AW/SW/SS) William Nissen served as Command Master Chief. The ship's chain of command as of 31 Dec 2000 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 Vern Clark
CINCPACFLT	ADM Thomas Fargo
COMNAVAIRPAC	VADM John B. Nathman
COMCRUDESGRU THREE	RADM Philip Balisle

Department Heads serving onboard ABRAHAM LINCOLN as of 31 Dec 2000 were:

Administrative Officer	CDR [redacted]
Air Officer	CDR [redacted]
AIMD Officer	CDR [redacted]
Combat Systems Officer	
Command Chaplain	CDR [redacted]
Command Judge Advocate	LCDR [redacted]
Dental Officer	CDR
Engineering Officer	CDR [redacted]
First Lieutenant	LCDR
Maintenance Officer	LCDR
Navigator	CDR [redacted]
Senior Medical Officer	CDR [redacted]
Operations Officer	CDR
Reactor Officer	CDR [redacted]
Safety Officer	CDR [redacted]
Supply Officer	CDR
Training Officer	LCDR [redacted]
Weapons Officer	CDR [redacted]

2. Chronological Listing of Significant Events

3. Narrative

The following accomplishments highlight ABRAHAM LINCOLN's performance in CY 2000:

The ship's department's provided support in following ways:

ADMINISTRATION DEPARTMENT

The retention of skilled Sailors received the highest priority. During the 2000 deployment the ship attained a remarkable 65 percent retention rate by reenlisting 115 1st term, 14 2nd term, and 46 career Sailors.

ABRAHAM LINCOLN Public Affairs personnel worked diligently with Everett officials, Pacific Northwest media, and the ship's ombudsmen to provide timely and accurate information regarding significant events and schedule changes.

Quality of life initiatives for Sailors and their families included the Uniting through Reading program, videotaped holiday greetings, and radio hometown interviews. This proactive external information program resulted in an average of three press releases per week while deployed and the production of more than 3,000 hometown news articles across the nation. These efforts contributed significantly to a positive perception of the Navy in our local communities. Notable accomplishments include:

(1) Oversight and administration of tour programs and public visit days. ABRAHAM LINCOLN explained the Navy mission to over 2,000 senior military, industrial, government, and political leaders, NROTC and high school students, Navy League members, and other distinguished visitors.

(2) During the 2000 deployment to the Western Pacific and Arabian Gulf, the ABRAHAM LINCOLN Battle Group hosted the Secretary of Defense; the Commander in Chief, U.S. Central Command; Commander, U.S. Naval Forces, Central Command; the Ambassador to Kuwait; Senator Jim Inhofe (R-OK); and Olympic Gold Medal wrestler Rulon Gardner.

(3) Support of the Army Forces, Central Command (ARCENT) General Officer embark program and the first-time implementation of a Joint Task Force, Southwest Asia (JTF-SWA) personnel embark program greatly enhanced interoperability and understanding among the services in the Arabian Gulf region.

AIR DEPARTMENT

The Air Department set out to become the best Air Department in the fleet. The ship safely completed 11,742 aircraft launches and 11,853 recoveries in support of five CVW CQ periods, COMPTUEX, Rim of the Pacific Exercise, FLEETEX, JTFEX, and Operation SOUTHERN WATCH. Each division achieved great accomplishments in flight operations and maintenance.

V-1 and V-3 divisions conducted over 30,590 aircraft moves on the flight and hangar decks and executed over 5,547 elevator moves. Crash and salvage teams responded to 102 actual emergencies. V-4 division expeditiously handled over 15,568 mishap-free aircraft refueling evolution's resulting in the safe, efficient delivery of 17,451,428 gallons of aviation fuel. Additionally, they received 16,487,360 gallons of aviation fuel during 9 underway replenishment evolutions.

A timeline of Air Department events includes:

22-24 Jan	CVW-14 CQ, Air Department executed 637 launches, 680 recoveries and fueled 341,210 gallons to 310. Conducted 58 Aircraft moves in the Hangar Bay and 27 elevator runs. Conducted 1,700 aircraft moves. Crash & salvage responded to 2 flight deck emergencies.
25 Jan - 07 Feb	COMPTUEX 00-2A, Air Department executed 1099 launches, 1,111 recoveries and fueled 2,098,334 gallons to 1,796 aircraft. Conducted 152 aircraft moves in the Hangar Bay and 214 elevator runs. Conducted 2,777 aircraft moves. Crash & salvage responded to 9 flight deck emergencies.
09 Feb	F/A-18 crashes with sheared main mount. Removed from landing area, salvaged, and craned off LINCOLN.
15 Feb	Offload F-14 Aircraft Crash and Salvage training dud, NAS North Island, CA.
31 Mar - 03 Apr	CVW-2 CQ, Air Department executed 763 launches, 765 recoveries and fueled 47,219 gallons to 66 aircraft. Conducted 31 aircraft moves in the Hangar Bay and 139 elevator runs. Conducted 1,912 aircraft moves. Crash & salvage responded to 0 flight deck emergencies.
05-09 Apr	FRS CQ, Air Department executed 1,163 launches, 1,163 recoveries and fueled 469,875 gallons to 641 aircraft. Conducted 2,907 aircraft moves. Crash & salvage responded to 3 flight deck emergencies.
17 Apr	Conducted Family Day Cruise from Victoria, British Columbia to Everett, WA. VAQ-139 along with F/A-18E/F's from Naval Air Test Center, Pax River conducted CQ completing 47 launches and recoveries.
18 Apr - 11 May	Inport Everett, WA. Conducted 110 elevator runs for maintenance.
17-19 May	CVW-14 CQ, Air Department executed 393 launches, 449 recoveries and fueled 232,702 gallons to 313 aircraft. Conducted 1,050 aircraft moves. Conducted 53 aircraft moves in the Hangar Bay and 47 elevator runs. Crash & salvage responded to 0 flight deck emergencies.
20-29 May	ARG Support, Air Department executed 261 launches, 263 recoveries and fueled 849,588 gallons to 698 aircraft. Conducted 304 aircraft moves in the Hangar Bay and 263 elevator runs. Conducted 655 aircraft moves. Crash & salvage responded to 0 flight deck emergencies.
06-30 Jun	Rim of the Pacific Exercise/FLEETEX 00-2/JTFEX 00-2, Air Department executed 1,02 launches, 1,636 recoveries and fueled 2,716,101 gallons to 2,323 aircraft. Conducted 523 aircraft moves in the Hangar Bay and 412 elevator runs. Conducted 4,250 aircraft moves. Crash & salvage responded to 16 flight deck emergencies.
17 Aug - 31 Dec	Deployed Western Pacific Ocean and Arabian Gulf
17 Aug	CAPT [redacted] was relieved as Air Officer by CDR [redacted].

21-24 Aug	CVW-14 CQ, Air Department executed 524 launches, 589 recoveries and fueled 280,536 gallons to 348 aircraft. Conducted 675 aircraft moves. Conducted 524 aircraft moves in the Hangar Bay and 1,126 elevator runs. Crash & salvage responded to 5 flight deck emergencies.
25 Sep - 03 Oct	Operation SOUTHERN WATCH, Air Department executed 557 launches, 554 recoveries and fueled 3,386,757 gallons to 3,007 aircraft. Conducted 524 aircraft moves in the Hangar Bay and 1,126 elevator runs. Conducted 1,388 aircraft moves. Crash & salvage responded to 9 flight deck emergencies.
29 Sep	CDR [redacted] checked onboard as Assistant Air Officer
08 Oct - 31 Dec	Operation SOUTHERN WATCH, Air Department executed 4,643 launches, 4,643 recoveries and fueled 7,029,106 gallons to 6,066 aircraft. Conducted 1,439 aircraft moves in the Hangar Bay and 2,240 elevator runs. Conducted 11,608 aircraft moves. Crash & salvage responded to 57 flight deck emergencies.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

During Calendar Year 2000 USS ABRAHAM LINCOLN (CVN 72) was underway for a total of 199 days. While underway the Aircraft Intermediate Maintenance Department (AIMD) sustained total organic intermediate level maintenance support for 69 CVW-14 aircraft and nine surface ships assigned to the battle group.

The key to our success during the work-up cycle and deployment came from our highly trained technicians performing safe and expeditious maintenance in support of the embarked air wing. After our post-planned incremental availability sea-trails, the TSTA underway period provided an excellent opportunity for us to evaluate our repair capabilities, the need for technical assistance, new or additional equipment, and assess our manpower and maintenance training requirements.

One of the first milestones that we achieved in providing optimum Air Wing support was certifying the Engine Test Cell and qualifying the operators. Under the supervision of NATEC representatives, five Power Plants personnel successfully completed test cell Phase 1 and 2 requirements, which qualified them on five Type/Model/Series engines. The Power Plants Branch excelled in aircraft engine maintenance. In the year 2000, they successfully repaired, and issued more than 80 aircraft engines and auxiliary power units. Additionally, Power Plants personnel performed an extremely intricate over-the-wing T-56 engine Gearbox change on a C-2 aircraft. This change encompassed 18 hours of continuous maintenance and saved the Navy more than $210,000 dollars in depot level repair costs.

AIMD Avionics Division installed 52 Transient Voltage Surge Suppressors (TVSS) throughout AIMD. The TVSS system provides additional protection and prolongs the life of $200 million dollars worth of Automatic Test Equipment.

During Rim of the Pacific Exercise 2000, the Communication, Navigation, Interrogation (CNI) bench required to repair our Joint Tactical Information Display System (JTIDS) experienced re-occurring failures. Demonstrating outstanding innovation, AIMD's sailors worked with civilian technical representatives and engineers to develop and execute a plan for the Fleet's first reconfiguration of a Consolidated Automated Support System (CASS) Radio Frequency station into a Communication, Navigation, Interrogation (CNI) station thereby establishing redundant support.

Along with the improvements to our benches and equipment came an improvement to our technical publication system. The incorporation of the Joint Aviation Technical Data Integration (JATDI) included a technical manual server used to support publication requirements for AIMD and all Air Wing squadrons.

Quality Assurance's Central Technical Publication Library (CTPL) implemented and trained AIMD and CVW-14 personnel on a new system that allows for electronic download and usage of maintenance manuals on laptops, portable electronic device (PEDS), and on a ship-wide LAN server. This new system reduces or eliminates the need paper manuals, and allows hangar and flight deck personnel, to carry one PED with access to all their maintenance manuals. Through constant feedback and monitoring of the system, CTPL has ensured that system changes/improvements have been incorporated to meet the needs of fast paced carrier battle group operations.

Also just prior to deployment the F-14 Low Altitude Navigation and Targeting Infrared system for the night lantirn bench was cross-decked to the ABRAHAM LINCOLN. This system was superbly maintained and operated by a civilian technical representative throughout deployment.

Once deployment began, we transitioned from routine training operations to the complexities of mission accomplishment. This was our time to shine. Approximately mid-cruise, we became the first AIMD to receive the GBU modified Common Rack and Launcher Test Set (CRALTS) upgrade for the modified F-14D weapons rail. We also developed organic testing and repair procedures for the F/A-18 Cockpit Video Recorder (VTR). AIMD's pioneering procedures enabled the repair of 42 VTRs and saved the Navy over $84,000 dollars in civilian repair costs.

AIMD's major accomplishments during deployment include:

a. AIMD's Oil Analysis Laboratory processed more than 10,000 oil, hydraulic and coolant oil samples.

b. Aviator Life Support System (ALSS) Branch completed the repair and inspection of more than 4,000 pieces of ALSS equipment while maintaining an impressive 98 percent Ready For Issue (RFI) rate.

c. Airframes Branch completed numerous depot level repairs. The most significant being the repair of two damaged E-2 trailing edge flap assemblies. Working closely with NAVAIR Engineers our technicians fabricated a template for the metal being used in accomplishing the repair. Their ability to improvise and use the materials at hand resulted in saving $180,000 in repair, travel, and shipping costs as well as preventing unnecessary Beyond Capable Maintenance actions.

d. IM-4 maintained a 96.5 percent support equipment (SE) availability rate and 100 percent flight deck readiness. Zero aircraft sorties were missed due to lack of SE during our Western Pacific/Arabian Gulf deployment. SE backlog averaged 40 AWM and 108 AWP. We compiled the following statistics: 146 items inducted for repair; 130 items repaired for an 89 percent RFI rate. Total maintenance actions (minus squadron and BFIMA) was 3417. Completed 175 squadron maintenance actions and 44 BFIMA maintenance actions.

QA submitted 116 Naval Aviation Maintenance Discrepancy
Reports: 68 TPDR's, 19 QDR's, 19 EI's, 8 HMR's, 2 CODR's.

The overall key to our battle group success was AIMD's involvement as the Battle Force Integrated Maintenance Activity (BFIMA). This composite organization allows for ships within the battle group to support each other's needs and reduces costs associated with bringing in outside assistance and materials.

BFIMA completed 585 support actions, saving nearly 30,000 dollars in repair and replacement costs and contributing directly to the combat readiness of 21 ships and aviation units deployed to the Arabian Gulf AOR.

Throughout COMPTUEX, RIMPAC, and the first four months of deployment, AIMD performed brilliantly, in its most critical environment, at sea and forward deployed. Amassing over 321,000 man hours, AIMD safely performed 50,089 maintenance actions while sustaining an impressive 73.3 percent repair rate in direct support of CVW-14 and the ABRAHAM LINCOLN Battle Group. As a direct result of AIMD's dedicated efforts CVW-14 and the battle group achieved unprecedented levels of mission readiness in both a training environment and during missions within the Persian Gulf. AIMD's superlative maintenance support contributed to CVW-14 completing 11,396 sorties, accumulating 22,115 flight hours, and enjoying a 96.1 sortie completion rate, 86 percent Mission Capable Rate, and an 81 percent Full Mission Capable rate.

COMBAT SYSTEMS DEPARTMENT

Combat systems department had a very successful year. Beginning in January 2000, the department completed an upgrade to the Classified Local Area Network, bringing the ship in line with the latest IT-21 standards. On 18 January 2000, the ship's combat systems were put to the test, participating in a highly successful Composite Training Unit Exercise (COMPTUEX) from 18 January to 24 February 2000. Following COMPTUEX, upgrades to ABRAHAM LINCOLN's combat systems equipment suite continued with installation of the IT-21 Unclassified Local Area Network. In April 2000, the department participated in the at sea testing of the F/A-18 E/F (Super HORNET) program. Numerous aircraft launch and recovery operations were conducted, collecting data on carrier Precision Aided Landing System (PALS) operation with the new Super HORNET. In May 2000, ABRAHAM LINCOLN completed Combat Systems Readiness Review (CSRR).

Following CSRR, ABRAHAM LINCOLN was underway on 12 May 2000 to participate in Exercise Rim of the Pacific (RIMPAC) 2000. During RIMPAC, ABRAHAM LINCOLN was outfitted with a few new systems for test and evaluation, including the Coalition Local Area Network (CLAN). The CLAN testing was extremely successful, providing Classified Local Area Network connectivity with our coalition forces at sea. Additionally, during the RIMPAC 2000 Missile Exercise, ABRAHAM LINCOLN completed a successful two missile salvo engagement of a stream raid profile, attaining a score of 98 percent on the live fire exercise.

Following exercise RIMPAC, ABRAHAM LINCOLN returned to port Everett, Washington in July 2000, in preparation for an upcoming WESTPAC deployment. As part of the preparations for oversea movement, ABRAHAM LINCOLN completed an installation of the Combat Systems Operational Sequencing System (CSOSS), and was outfitted as the test platform for the new Distance Support program. On 17 August 2000, ABRAHAM LINCOLN departed on a 6-month deployment to the Western Pacific and Arabian Gulf. Throughout the deployment, Distance Support proved to be an extremely cost effective and efficient method of implementing and/or coordinating vital equipment/system repairs, and was attributed to averting requirements for several onboard technical assist visits. Combat Systems Department's overall performance during the deployment was superb, providing critical Command, Control, Communications, Computers, and Intelligence (C4I) support for Operation Southern Watch and Maritime Interception Operations while on station in the Arabian Gulf.

DECK DEPARTMENT

The ship conducted four anchoring evolutions and several mooring evolutions, completed 25 CONREPs for provisions and stores and 7 for ammunition handling, and received fuel alongside 12 times

and delivered fuel twice. The ship passed the Surface Rescue Training Team's SAR inspection and transitioned an engineering work center of four personnel to a division of 16 and later molded the engineers and deck seaman into 3rd Division facilitating smoother coordination for maintenance and repair on deck machinery.

DENTAL DEPARTMENT

ENGINEERING DEPARTMENT

2000 was another busy year for the Electrician's Mates and Interior Communications Electricians of Electrical Division. The demands of the training cycle and the first four months of an arduous WESTPAC/Arabian Gulf Deployment required the utmost effort from all of the more than 70 members of E-division. The division's superb maintenance and repair of thousands of pieces of electrical equipment and nearly 200 sound powered and amplified phone circuits ensured they operated at the highest level, despite the most difficult operational conditions presented to any battle group in recent memory. The following is a summary of the events of the year 2000.

This year brought special focus on the operational capabilities of ABRAHAM LINCOLN's power distribution system, as Electrical division, in conjunction with Raytheon contractors, worked diligently to add capability to the overworked system.

The IT21 installation began in March and continued until August. The installation is designed to provide power to the increased number of loads caused by the addition of thousands of computers to the designed electrical load, which was primarily developed for typewriters, fans, and televisions. Lighting Shop continued this work throughout the 2000 WESTPAC deployment, running additional power to crucial spaces directly related to the mission performance of the ship and embarked air wing. The installations will continue in 2001, and will be completed during the upcoming Planned Incremental Availability (PIA).

Supporting the requirements of other divisions is always a central aspect of life in E-division, and 2000 was no different than any other year in this respect. The results of the Supply Management Inspection, Supply Department's key inspection of the Inter Deployment Training Cycle (IDTC), are heavily influenced by Electrical Division's ability to maintain and repair the hundreds of pieces of equipment inspected. Working with the Supply Equipment Assist Team, the electricians of General Services Shop brought all supply equipment to superb operating capability, earning the highest marks in recent memory on all phases of the inspection. In addition, Electrical Division was the first to support Reactor Department in their Operational Reactor Safeguard Examination (ORSE) preparations, providing support in the maintenance of equipment throughout the loss of power and switchboard fire drills.

Just prior to the August deployment, Engineering Department conducted several major assist visits. Among the most important of these was the Carrier Availability Planning System (CAPS)/ Carrier Engineering Maintenance Assistance Team (CEMAT) visit.

Throughout the Pre-Overseas Movement stand down, Electrical Division's technicians worked tirelessly to make improvements to installed electrical equipment, including the vertical package conveyors, Aircraft Electrical Servicing Stations, galley and laundry equipment, 1MC, and steering systems. Additionally, the Pre-deployment Power Survey and Inspection (PEPSI) team conducted a comprehensive review of the 400Hz power distribution system. Significant improvement was made in

the material condition of all these systems throughout the period, and E-division's personnel also gained valuable training that would stand them is good stead during the arduous WESTPAC 2000 deployment.

The rigors of deployment brought a series of endless trouble calls to all of Electrical division's work centers, totaling several thousand by the end of the year. Each trouble call was treated as an immediate priority, and corrections rapidly completed as parts and personnel became available. Significant problems were dealt with swiftly and with extreme ingenuity and dedication. Several major casualties were encountered during the deployment, and of primary concern was ship's steering.

Early in the deployment, a small but consistent rudder split was encountered, to which the solution proved very elusive. After more than a week of continuous troubleshooting, the problem was isolated to the number 4 unit, identified, and then corrected. An additional casualty in January resulted in the loss of control of the number 2 unit. Around the clock troubleshooting for more than a day by the Interior Communications Electricians of the Alarm and Warning Shop resulted in the isolation and repair of this vital system.

Another major area of difficulty during the deployment concerned the material condition of the Aircraft Electrical Servicing Stations, which enable aircraft to be started and are also used in functional checks of various aircraft components while the aircraft are powered down. Repeated and continuous use of these stations causes rapid degradation of their components, resulting in a need for significant repair.

Electrical Division's Distribution Shop, in addition to caring for the circuit breakers in the load centers and also the 400Hz systems, maintained and repaired the AESS system of 50 stations, correcting more than 30 casualties and conducting repairs utilizing more than $100, 000 in parts. Throughout the deployment, the maintenance of this difficult system was conducted in a superb fashion, enabling continual support for the embarked air wing.

Another item of interest in the hot, arid Middle East was ABRAHAM LINCOLN's Air Conditioning units. After running continually for several months, A/C unit number six overheated, causing significant damage to the electrical components which supply it power and control. Through quick diagnosis and excellent troubleshooting skills, the EM's from Power Shop were able to rapidly identify and repair the problem and, within a day, the air conditioning unit was running properly, providing much needed cooling to the ship in a very hot environment.

While conducting the most difficult of missions in a very hostile environment, Electrical division did not rest on its laurels, but aggressively prepared not only for the mission at hand, but also for the upcoming PIA and the IDTC and INSURV inspection to follow. Constant training and high qualification levels increased operational readiness to the highest levels in recent memory.

Sound Powered shop conducted a complete review of the 1MC system, tracing cabling hand by hand and discovering 230 circuits with material discrepancies, correcting thirty of those and preparing the remainder for correction during PIA. Lighting Shop conducted a complete inventory of all the installed lighting fuse panels, more than 5000 in all, in preparation for INSURV, starting their preparations months in advance to enable easy correction of any deficiencies. Always on call, always ready, in the year 2000 Electrical Division again proved itself the work horse division of USS ABRAHAM LINCOLN, and assured its reputation of excellence and dedication will continue far into the future.

The following is a timeline of major events occurring throughout the year 2000

26 Mar-14 Aug 00	Raytheon install; IT21LAN (Local Access Network) power modification, resulting in the installation of cables, breakers, transformers, power panels and receptacles throughout the ship.
22 Apr-25 Apr 00	Ventilation ship alteration by shipyard personnel.
24 Apr-05 May 00	Supply Equipment Assistant Team (SEAT) Assessment Visit provided technical support services and guidance pertinent to the material assessment, repair, maintenance or replacement of food service, laundry and dry cleaning equipment. Conducted operational checks and inspections.
25 Apr-11 May 00	Vertical Stores Conveyors Safety Awareness and Material Condition Assessment conducted by COMNAVAIRPAC, (CNAP) Assessment Team. All conveyors were in operational condition. Performed SOT Level III tests and hand over hand visual inspection.
16 May-31 May 00	Pre-deployment Electrical Power Survey and Inspection (PEPSI) conducted by Fleet Technical Support Center, Pacific (FTSCPAC). Purpose was to determine electrical power quality and isolate problems in the 60 and 400 hertz distribution system. Major discrepancies noted were: - Loss of 400 hertz aft (voltage sag). - Over-voltage (appeared to be causing equipment failure)
10 Jul-28 Jul 00	Carrier Availability Planning System (CAPS)/ Carrier Engineering Maintenance Assistance Team (CEMAT) visit. A comprehensive assessment, training and repair of Hull, Mechanical and Electrical (HM&E) systems/equipment in preparation for Planned Incremental Availability (PIA) 2001.
11 Jul-19 Jul 00	SEAT Assessment Visit to correct discrepancies identified in April-May visit.
28 Jul-14 Aug 00	Laundry power modification for 03 and 2nd deck Khaki facility performed by CEMAT.
17 Aug-31 Dec 00	WESPAC 2000
STEERING:	During CEMAT visit in July 00 the Starboard Steering Synchro Transmitter was replaced and aligned.

Sep 00, Port Steering #4 unit began to have erratic indications.

Oct 00, FTSCPAC tech rep assisted with troubleshooting Port Steering unit #4. Pulled out and reinserted amplifier and demodulator cards, also installed a washer to eliminate 1/8 inch gap in card holders.

End of Jan 01, lost control of Port Steering #2 unit. Replaced RHPU synchro and bypass solenoid. Made adjustments as necessary to align indicators.

CIRCUIT K: In late Aug 00, Circuit K for shaft 1 began to have abnormal indications.

Oct 00, AIMD Calibration lab tested Tachometer and Frequency/DC Converter for Shaft 1 Circuit K. Defective converter. Open purchased original design Jan 01.

Hydraulic Workcenter EAO1:

The Hydraulics shop performed cable tensioning of #3 Aircraft Elevator. This was an emergent repair that is normally performed by a depot level activity. They also replaced high-pressure switches on 2D, 3C and 4A main hydraulic pumps, repaired several stanchion sets due to shear pins. Puget Sound Naval Shipyard assisted the workcenter in an overhaul of the Port Anchor Windlass hydraulic motor. Puget Sound Naval Shipyard and Ship's Force replaced several accumulator seals due to unusual wear causing excessive leak by. The workcenter also replaced flexible coupling on #4 Elevator circulation pump, and replaced bearing sheave on forward divisional door.

Galley and Laundry Maintenance EAO2:

The workcenter was reorganized from the steam and heat shop. All water heaters and 50 pound service steam piping and valves were transferred to Catapult shop. All galley-refrigerated equipment was transferred to this workcenter from the Air Conditioning and Refrigeration workcenter. This workcenter is solely responsible for the corrective and preventive maintenance of all galley and laundry equipment in support of Supply Department.

Air Conditioning and Refrigeration Workcenter EAO3:

All Galley-Refrigerated equipment was transferred to Galley and Laundry maintenance workcenter. The shop coordinated the installation of eight self-contained unit coolers with Raytheon contractor in support of electronic cooling systems. Replaced studs on #4 A/C chiller header due to a casualty shearing of 11 studs. #3 A/C salt water overboard piping rupture required a soft patch until permanent repair of the piping system. Replaced 20 bulk and dispenser ice machines prior to deployment. Cleaned all 10 A/C and 2 refrigeration plant condenser tubes in preparation of Arabian Gulf operations. Completed over 400 trouble calls during deployment in support of crew comfort.

O2N2 Generating Plants EAO6:

Completed MACALT 551-43029(ECP-501), removal of Electropnuematic controllers and installed Digital controllers for CAP-16 low-pressure air compressors. Replaced turboexpander, desiccant and 3 regenerators in the GB2AS plant. The O2N2 workcenter produced and issued over 18,000 gallons of liquid oxygen and gaseous nitrogen during an Arabian Gulf deployment without incident.

Outside Repair EAO8:

Assumed the responsibility and supervision for 18 TAD billets used in conjunction with operating of ship's 4 waste processing rooms and incinerator. Re-bricked the front wall of incinerator. Compress Melting Units required numerous maintenance and repair of cooling system ram replacement, solenoids, and cylinders. Waste processing produced 4130 plastic pucks, 7984 pulp bags, 4014 burn bags and 2852 bags of shredded metals a month. Completed the installation of over 250 Hollywood showers. This installation made a significant improvement to the quality of life for Lincoln sailors. Completed a ship's vertical package conveyor's groom and weight test, discovering and repairing over 700 material discrepancies. Overhauled #1,2,3 and 14 Fire pumps. Removed and repaired #1 and #2 fire pump discharge elbows due to pinhole leaks.

Steam Catapult Workcenter EA10:

Catapult workcenter assumed the responsibility of water heaters and 50-pound service steam system during the reorganization of workcenter. Repacked #1 and #2 catapult overboard expansion joints and completed six COMNAVAIRPAC Mobile Training team visits in preparation of two Operation Reactor Safeguard Exams. Inspectors noted that the Catapult Space were maintained in the highest material condition and exceeded the conditions that they had seen on any other West Coast carrier.

The year 2000 was yet another exceptional year for Repair Division as the HTs, MRs, and DC-men of R Division once again cemented their position as the cornerstone of the Engineering Department and the premier division onboard ABRAHAM LINCOLN against which all others are judged.

Consistent with their unselfish approach to life, R Division made crew morale their top priority by aggressively maintaining the CHT system. For example, the Pipe shop completed depot level hydroblasting to 7 Sewage system zones encompassing 23 Officer and Crew heads. Completed during high tempo operations, this uncompromising around the clock procedure was required to maintain exceptional Quality of Life for All Hands. Additionally, the Pipe shop completed major repairs to #1 and #2 CHT pumps. After analyzing the cost of seal cartridge replacements and the frequency of failure, the decision was made to seek out possible repairs for the advanced wear. The solution was to sleeve the pump housing and weld buildup the shafts. Upon completion the pumps operated within tolerance and sound cuts were outstanding. This ingenious repair extended the life of a $7,500.00 seal cartridge assembly to twice its expected life. Furthermore, R Division responded to over 500,000 Trouble Calls in support of crew habitability. Every repair was conducted without incident to personnel or equipment making this calendar year the safest and most productive ever.

Continuous self-improvement was manifest in R Division's emphasis on personal qualification. 100 percent of the Division qualified as QA Craftsman and 13 WCS qualified as Planners and CMPO's. Exceeding the requirements in all areas of production resulted in higher quality production and the assurance of a job done well the first time.

R Division's magnanimous commitment to ABRAHAM LINCOLN is further evident by compartment modifications made throughout the ship. R division conducted structural bulkhead and stainless steel sheet metal modifications to a total of 29 compartments. Extensive self-help improvements were completed to the ships Training Classrooms, Commodore's Cabin and Office, Admiral's Cabin, War Room, three airwing ready briefing rooms, the Damage Control Training Classroom and the Engineering Log Room. These ambitious repairs, while significantly improving productivity in all facets of shipboard operations, encompassed 750 man-hours and saved on average $100,000 per space in contractor's bids.

No repair proved too challenging for the men and women of R Division. For example, R Division completed complex emergent repairs to two 15" cracks on the ship's hull and support structures. This demanding and innovative repair allowed ABRAHAM LINCOLN to meet all commitments in support of RIMPAC 2000. Additional welding, brazing and machinery fabrication to vital Engineering systems included repairs to two main engine throttle box's, nine fire pumps, one SSTG, four steam valves and restoration of the condensate system.

Building on the strong foundation fostered during the Basic Training Cycle, Damage Control training rapidly intensified during the first half of 2000. COMPTUEX Phase I and II and RIMPAC provided an opportunity to challenge crew/airwing integration in combating asymmetric battle scenarios.

Damage Control training maintained an obscene pace in August with the start of ABRAHAM LINCOLN's Persian Gulf deployment. While deployed in these hostile waters the Damage Control Training Team planned, briefed and executed 14 complex General Quarters scenarios completing over

150 repetitive exercises. Each drill flexed the ship's ability to effectively respond from bow to stern to casualties affecting multiple mission areas. As a direct result of the safe and effective training conducted by the Damage Control Training Team, all Competitive Exercises graded by outside activities received a score of 93 percent or better. Additionally, the At Sea Fire Party has continued to remain active responding to 34 casualties. The At Sea Fire Party's hard work and dedication was rewarded by the high praise bestowed upon them during the Operational Reactor Safeguards Exam

LEGAL DEPARTMENT

The Legal Department began the new year preparing for the upcoming 2000 Western Pacific Deployment. The Legal Department experienced major personnel changes prior to deploying for RIMPAC 2000. LCDR [redacted] fleeted up to become Command Judge Advocate, LTJG [redacted] came aboard to fill the Legal Officer billet, and LNC(SW/AW) [redacted] checked in to assume the Departmental Leading Chief Petty Officer job. During the year, two OJT personnel received orders to the Naval Justice School for conversion to the Legalman rating.

Even with these personnel turnovers, there was little to no loss of services. Those services included approximately over 1,100 powers of attorney. The Legal Department processed 42 Summary Courts-Martial, 13 Special Courts-Martial, one General Court-Martial, 9 Article 32 investigations, 849 Nonjudicial Punishment cases, and 96 administrative separations. Also, over 1200 crew members were registered to vote in the 2000 presidential election.

MAINTENANCE DEPARTMENT

MEDICAL DEPARTMENT

The Medical Department was busy as usual during the year of 2000. The department saw a great turnover of staff prior to WestPac-2000. A new SMO, surgeon, general medical officer, psychologist, physical therapist and four Hospital Corpsmen checked on board.

Over 7,821 patients were seen during sick call. There were over 95 surgeries performed. 15 hernia repairs, 9 appendectomies, 9 pilonidal cysts removal, and 2 testicular detorsions to name a few. An emergency surgery was performed on a shipmate who fell overboard and suffered a ruptured spleen.

The Walking Blood Bank was recalled and 18 units of blood were collected and 12 transfused. Post operatively, this individual developed ARDS and was treated in our ICU for 4 ½ days while we were "blue water". He was eventually medevac to Singapore for hospital care and to this date, fully recovered. A torsed Meckel's diverticulum was discovered during an exploratory laparotomy. Meckel's diverticuli are fairly rare GI anomalies that occur in only 2 percent of the general population.

The physical therapist treated over 1,407 personnel for lower back pain, knee, elbow, and hand injuries. Her patients were also instructed how to prevent future injuries during knee and back classes. These classes prevented many personnel from becoming "unplanned losses" to the command.

We medevac 69 patients for further evaluation. We also received 29 medevacs from other ships. There were 50 medical responses during the deployment. Ancillary services did not skip a beat. Pharmacy filled over 21,850 scripts. X-ray had over 1,249 visits. Laboratory performed over 17,426 tests.

The Psychologist saw over 543 patients helping them cope with stress of deployment. Substance Abuse Rehabilitation Department consulted over 876 shipmates getting them back on track. The optical tech had over 517 visits for glasses or eye problems. In the midst of teaching food service classes, inspecting the galleys, heads, barber shops, and coffee messes, the PMT's found time to see over 4,102 patients.

The ship's nurse and ward corpsmen had their share of the workload. They took care of more than 100 admissions; at least 3 were for angina. The addition of a nurse anesthetist for the first three months of WestPac was a plus for the ward and sick call. The last three months of the deployment we received an anesthesiologist. Both anesthesia officers were TAD from NMC San Diego.

Over 1,183 personnel were updated with immunizations for birth month recall and over 2,115 physical exams were performed. The medical department had three qualified for ESWS, one for EAWS, and three officers for their perspective corps warfare designation.

NAVIGATION DEPARTMENT

Following a well-deserved Christmas stand down, the Navigation Department quickly geared up to fully support completion of the pre-deployment schedule, leading up to RIMPAC exercises off the coast of Hawaii, and the WESTPAC deployment beginning in August.

To support the ship's movement the quartermasters trained hard, qualifying 7 as Quartermaster of the Watch. Charts were prepared for over 79,000 miles of steaming, including 31 restricted water transits and 10 port visits. The Navigation Division also completed all mobility exercises required or the White Wheel for Navigation and the Battle E.

Training in the Signals Division was geared toward supporting battle group communications for RIMPAC and WESTPAC. The signal bridge became the primary form of communication for over 35 underway replenishments. This included the qualification of 4 Signalmen of the Watch, and 8 expert lookouts. The division also assisted the battle group by providing needed personnel to the Bunker Hill.

The Navigation Department's flexibility was tested during our rapid deployment to the Arabian Gulf. Several Schedule changes was cause for the rapid re-planning of the transit course through the busy straits of Singapore, across the Indian Ocean, allowing ABRAHAM LINCOLN to enter the Gulf three weeks ahead of schedule. Once in the Gulf, our signalmen augmented our existing lookouts, and assisted the sighting teams in the identification of all civil and military vessels and aircraft.

ABRAHAM LINCOLN made port visits to Victoria, Canada, as well as Naval Station Pearl Harbor during RIMPAC, and two visits to Dubai, U.A.E. during WESTPAC.

REACTOR DEPARTMENT

In mid-February, Reactor department completed a very successful Operational Reactor Safeguards Examination (ORSE). CNAP described the results as "phenomonal."

The remainder of the year focused on training, qualifications, material readiness and preparations for the 2001 Planned Incremental Availability. By RIMPAC, a whole new crop of junior officers were in place to start the work ups for the next ORSE.

Reactor department has lead the way for Enlisted Warfare qualifications. At the end of RIMPAC, 64 Sailors were pinned by the CO, XO and CMS during a special ceremony on the forecastle. This effort has continued as the ship left on deployment in mid-August. Over 30 more Sailors are expected to qualify by the end of the deployment.

Level of knowledge has kept a steady effort to maintain the technical competency of 400 officers, Chief Petty Officers, and Sailors assigned to Reactor department. The flight schedule during the deployment made the drill and evolution schedules challenging, but the Propulsion Plant Training Team used some very innovative approaches to drill sets to obtain a significant improvement in watchteam performance. This was commented on by the Nuclear Propulsion Mobile Training Team (NPMTT) during the ORSE dress rehearsal held in December.

Material readiness was maintained exceptionally well, even with the extended underway schedule that the ship faced on deployment. Coordination between the Box Chiefs resulted in optimum efforts to provide periods of preventive and corrective maintenance.

RELIGIOUS MINISTRIES DEPARTMENT

The year of 2000 the Religious Ministries Department went through physical and personnel changes. LT [redacted] transferred and we welcomed aboard LTjg [redacted]

During RIMPAC and WESTPAC RMD administered an outstanding Command Religious Program. The program consisted of 3 chaplains plus an Air Wing Chaplain, 8 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 270 worship services, 392 Catholic Masses, and numerous Bible studies with an attendance of over 10,430. In addition, RMD hosted a joint Abraham Lincoln/City of Everett Easter Sunrise Service, which was attended by over 1,800.

RMD continued to facilitate a well-received Building Healthier Marriages Seminar (BHM), with over 45 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. BHM is designed to teach skills for handling conflict and disagreements.

During RIMPAC the RMD sponsored a Presail Conference with the Chaplains, Religious Program Specialist and Lay Leaders of the Abraham Lincoln Battle Group to coordinate religious services while we were deployed. The Pre-Overseas Movement Period began in July. During this time the Religious Ministries Department redesigned and refurbished the Ship's Chapel. This action created a warmer more user-friendly space for individual and communal worship while we were at sea. To also prepare us for sea, RMD created a website, a Family Pre-Deployment Handbook and coordinated the successful WESTPAC 2000 Pre-Deployment Fairs.

RMD while on WESTPAC, sponsored Community Relations Projects (COMREL) in Jebel Ali and Australia. Involving over 168 LINCOLN sailors, each project built positive community relations and encouraged sailors through outreach. Also during WESTPAC, we sponsored "United Through Reading", a program where sailors could video themselves reading stories to their children at home. This program had 384 participants. As part of the United States Navy's people-to-people program, RMD facilitated the transport of six pallets (5,127 pounds) of material for Project Handclasp. These materials were for donation to the needy overseas.

During 2000 RMD processed more than 875 American Red Cross messages, assisted 70 service members for emergency leave, totaling $59,717.17 in Navy Marine Corps Relief Society loans, kept open a ship's library which served up to 175 crewmembers per day, and operated a six computer Learning Multimedia Resource Center.

SAFETY DEPARTMENT

The USS ABRAHAM LINCOLN completed a phenomenally safe and successful year 2000 while conducting extensive operations at the leading edge of the nation's forward-deployed naval presence. The ABRAHAM LINCOLN/Carrier Air Wing FOURTEEN team stepped up to the challenges posed by extended operations at sea and conquered the requirements posed during a demanding high-tempo Pre-Deployment Work-up Schedule, Exercise Rim of the Pacific, and deployment to the Western Pacific and Arabian Gulf. More than 12,000 sorties were flown safely, and nearly five million pounds of ordnance and 27 million gallons of fuel were transferred at sea without incident.

ABRAHAM LINCOLN led the Navy in the maintenance of safe, healthy working conditions for all personnel on board. A highly mobile industrial complex, ABRAHAM LINCOLN performed 50,000 battle group maintenance actions, repairing and rebuilding 15,000 critical components in order to keep the entire battle group at its peak operational readiness. The broad range, flexibility, and depth of complexity of the maintenance and manufacturing needs performed on board the ship were unmatched by any other fleet, defense, or private sector enterprise. Remarkably, this tremendous effort was accomplished with a 39 percent reduction in minor occupational injuries over the ship's previous deployment, and zero material damage mishaps.

Five Safety Stand-downs were conducted, each focusing on a major change in the operating environment. Themes included Environmental Protection, Operations At-Sea, Off-Duty Recreational and Motor Vehicle Safety.

SUPPLY DEPARTMENT

Supply Department had a busy and challenging year. Underway for COMPTUEX in January and later in February the ship conducted a port visit to Santa Barbara, California. While at anchor, the ship hosted a reception for approximately 400 Santa Barbara area dignitaries. Upon the ship's return to Everett in late February, the Supply Department began the transition from the legacy SUADPS system to the Relational Supply system. The ship's financial and repair parts databases were transferred from one system to another over the period of approximately two months as ABRAHAM LINCOLN became the first West Coast carrier to implement Relational Supply.

Following a short period off of the coast of Southern California in March, the ship conducted a port visit to Victoria, British Columbia and a Family Day Cruise from Victoria back to Everett. Approximately 1,900 family members were hosted to a continental breakfast and picnic lunch in the hangar bay, with an air power demonstration, movies, games, and other entertainment during the seven hour transit from Victoria to Everett.

Underway again in May, change of command took place 15 May 00 while inport San Diego. CAPT D. K. Dupouy relieved RADM J. J. Quinn as Commanding Officer. Following the change of command ceremony, a reception for approximately 500 guests and 200 ship's company was held in hangar bay 2.

Underway from San Diego, California, the Rim of the Pacific (RIMPAC) exercise began in May and extended through the end of June. Supply Department tested its ability to sustain the ship and air wing team at sea, under operational conditions. During a brief port visit to Pearl Harbor, Hawaii, the Morale,

Welfare and Recreation Division provided outstanding entertainment, tours and events for the crew to enjoy.

On the return transit from RIMPAC, the Supply Department conducted the Supply Management Inspection. AIRPAC team members embarked the ship shortly after departing Pearl Harbor, and conducted an intense inspection while en-route San Diego. The inspection is designed to ensure the department is prepared to sustain the ship and air wing during an extended deployment, and the department passed with flying colors. Inspectors awarded nine grades of outstanding and five grade of excellent across the areas assessed.

Following the pre-overseas movement period, the ship got underway in August for a Western Pacific/Arabian Gulf deployment. After a challenging Western Pacific transit without any port calls and limited logistics hits, the ship inchopped the Fifth Fleet operating area and settled into an operating routine. The ship conducted a brief working port visit to Jebel Ali, United Arab Emirates, in October and again in December during Christmas.

TRAINING DEPARTMENT

In the year 2000, many things were upgraded and revised in Training Department. A major renovation of our biggest classroom was completed. This upgrade included new furniture, all new electronics, a major PowerPoint upgrade, new paint, new design and all new décor. This environment for training has made it a pleasant place for new arrivals to attend indoctrination training as well as all the command briefs.

In 2000, 9 Senior and 13 Junior indoctrination classes were held for a total of 1,033 new crewmembers reporting aboard ABRAHAM LINCOLN. The department incorporated several Basic DC initial qualification and requalification classes into our monthly schedule, which has enabled us to qualify an additional 100 Senior and 200 Junior personnel in Basic Damage Control. College courses both through computer-based curriculum and by professors from Central Texas College were also provided.

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 100 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, both officer and enlisted.

Our Midshipman Summer Training program proved to be a huge success in the development of the Navy's future leaders. The ship sponsored 27 Midshipmen from various Universities throughout the country, and the U. S. Naval Academy, for our extended RIMPAC 2000 exercise off the coast of Hawaii. Our Midshipmen Summer Training Program was recognized as the model for the battle group, providing valuable "at sea" experience for both Surface and Aviation option Midshipmen.

During WESTPAC 2000/2001 Training was the command expert in the movement of personnel throughout the world. Over 600 personnel were smoothly transported back and forth from the ship to points throughout the US, Asia, Europe, the Middle East and Australia. Training Department kept track of all PCS/Emergency Leave/Beach Detachment TAD personnel off the ship during deployment ensuring everyone was taken care of and accounted for.

With a Temporary Additional Duty (TADTAR) budget of more than $700,000, Training Department sent over 620 personnel to 50 different schools throughout the country. This enabled each of the 17

departments onboard the ship to properly train and maintain Inter-Deployment Training requirements, with the culmination of an extended WESTPAC 2000 deployment.

WEAPONS DEPARTMENT

During the year 2000, the Weapons Department of the USS Abraham Lincoln accomplished much during the work up cycle and deployment to the Western Pacific and Northern Arabian Gulf to support Operation Southern Watch and Maritime Interdiction Operation. The hard work during the predeployment phase of training paid off during a deployment that was marked by long periods out to sea, demanding flight operations in both numbers and in duration, and few liberty ports.

Prior to deploying to the Western Pacific and Arabian Gulf, the very demanding Conventional Ordnance Safety Review (COSR) was completed with all divisions passing and with no major discrepancies noted. The inspection team stated that they had never seen a weapons department as thoroughly prepared and with so few discrepancies throughout all phases of the assessment.

Along with the COSR, G-2 Division successfully completed the demanding COMNAVAIRPAC Torpedo Readiness Certification Inspection, also with no major discrepancies noted. During the month of December, while still conducting flight operations over Iraq, the G-4 elevator division took part in the Post Deployment Elevator Assessment. The 87 total discrepancies noted were the lowest for a Nimitz class carrier in FTSCPAC history.

The USS Abraham Lincoln Battlegroup completed Rim of the Pacific (RIMPAC) 2000 exercise from May until July. During this exercise, involving navies from around the Pacific, the battlegroup practiced operating in a hostile environment while conducting strike operations from the sea.

During this time, the security division took part in the 3rd Fleet Force Protection Exercise. The security division and the Ship's Self Defense Force (SSDF), passed this exercise and the experiences gained during it would prove invaluable during the up coming deployment to the Arabian Gulf.

In February 2000, the USS Abraham Lincoln completed its major ammunition onload 24 hours earlier than planned, taking only two days instead of the scheduled three. Over the course of the work up cycle and deployment, the department successfully completed six ammunition on-loads and two off-loads with a combined weight of over 9.6 million pounds and a value in excess of $490,000,000.

Loaded with the main onload, the Weapons Department completed the first deployment with GPS guided JDAM and JSOW as part of T-fill ammunition allowance. The CVN/CVW team expended 18 Joint Direct Attack Munitions (JDAM), along with 16 Paveway II guided Bomb Units, for Response Option Strikes against targets in Iraq.

During the deployment to the Arabian Gulf, the department safely transferred to and from the flight deck over 4.7 million pounds of ordnance in support of over 1,450 Operation Southern Watch missions. These missions involved more than 7,500 catapult launches and arrested landings, in excess of 5,400 weapons elevator runs, and the department de-containerized/assembled and issued a high of 214 conventional ordnance assets to CVW-14.

The force protection issuse came to the forefront during the USS Abraham Lincoln's deployment to the Northern Arabian Gulf. The G-2 division provided small arms protection for Abraham Lincoln during the inbound and outbound transit through the Straits of Hormuz. After the attack on the USS Cole, the G-2 Division qualified over 85 Weapons Department personnel in the employment and use of .50 caliber

and M60 machine guns. This effort proved instrumental in providing the main defense against the threat of small boat attacks and low-slow flying aircraft, a threat that a battlegroup does not normally train against.

These departmental augmentee personnel were essential in sustaining long-term protection against small boat and low-slow flyers while deployed in the Arabian Gulf. During the heightened threat conditions experienced in Jebel Ali, the M60 machine gun personnel were the cornerstones of Abraham Lincoln's force protection measures 24 hours a day, every day while the USS Abraham Lincoln was in port over the Christmas holiday. The ship's security personnel, SSDF, and G-2 personnel operated at a high intensity level for much of the Arabian Gulf deployment. This unprecedented effort required sacrifices from all those involved and was executed with the highest degree of professionalism.

The personnel side of the Weapons Department was as successful as the operational side during the past year. At the top, CDR [redacted] took over from CDR [redacted] as Weapons Officer. In May 2000, CWO2 [redacted] was commissioned from the enlisted ranks to Chief Warrant Officer. AO1 (AW/SW) [redacted] from G-4 Division was recognized for his hard work and dedication by being named Abraham Lincoln Senior Sailor of the Year. AO1 [redacted] was also recognized for his outstanding performance by being nominated for the prestigious John W. Finn Aviation Ordnanceman of the Year award. Finally, 3 G-3 personnel awarded Ordnance Artificer after completing over 3,000 hours of On-the-Job Training (OJT) of the National Apprenticeship Program. Numerous personnel took advantage of the opportunity and participated in off duty education programs to further their college education.

The Weapons Department faced many challenges, many seen before, some not, during the past year. The professionalism and dedication shown up and down the chain of command made the successes of the past year possible. The members of the Weapons department can look back on the challenges of the past year with pride in knowing they overcame them and with the confidence that future challenges can likewise be met and overcome.