

1983



DEPARTMENT OF THE NAVY

USS CARL VINSON (CVN-70)
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From: Commanding Officer, USS CARL VINSON (CVN 70)
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- Encl: (1) CY 1983 Narrative Historical Summary
 (2) Distinguished Visitors
 (3) Engineering Department Summary
 (4) Management Department Summary
 (5) Communications Department Summary
 (6) Chaplain's Good Will and Civic Action Projects
 (7) Retention Statistics
 (8) Reactor Department Summary

1. Enclosures (1) through (8) are forwarded as required by reference (a).



G. D. O'BRIEN, JR.

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Director of Naval History



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CY 1983 NARRATIVE HISTORICAL SUMMARY

USS CARL VINSON began CY 1983 at Pier 12, Naval Station, Norfolk, Virginia preparing to get underway for Refresher Training, Class I Type Training and Carrier Qualifications for the embarked airwing, Carrier Air Wing FIFTEEN (CVW 15). CARL VINSON was underway on 4 January for the Puerto Rican Operating Area and finished Type Training I (TYT I) on 20 January. TYT II was conducted from 24 January to 1 February 1983. In preparation for TYT III and the Operational Readiness Evaluation (ORE), the Nuclear Weapons Acceptance Inspection was conducted from 24-27 January. The Nuclear Propulsion Mobile Training Team was on board from 25 to 28 January.

On 30 January, the ship anchored in Roosevelt Roads, Puerto Rico where divers photographed the number two screw and discovered several cracks on the edges of the blades. The ship got underway on the morning of 31 January for Norfolk and arrived at Pier 12 on 4 February. An ammunition off-load began the same day in preparation for entering drydock at Newport News Shipbuilding and Drydock Company to replace the number two screw. The ship entered drydock on 6 February and replacement of the screw was completed on 16 February.

Reloading of fuel and ammunition began on 17 February at "Whiskey" anchorage in the Elizabeth River. The on-load was completed on the 18th and the ship returned to Pier 12, Naval Station Norfolk on the 19th to begin preparation for overseas movement.

On 1 March, CARL VINSON got underway for TYT III, ORE, READEX 1-83 and its first major deployment. On board was Commander, Carrier Group FOUR, RADM Kendall E. Moranville; and Commander, Carrier Air Wing FIFTEEN, CDR Thomas S. Slater.

CVW 15 was comprised of the following nine squadrons: Carrier Airborne Early Warning Squadron 114 flying the E-2C Hawkeye; Tactical Electronic Warfare Squadron 134 flying the EA-6B Prowler; Helicopter Antisubmarine Squadron 4 flying the SH-3; Attack Squadrons 37 and 105 flying the A-7E Corsair II; Attack Squadron 52 flying the A-6E Intruder; Fighter Squadrons 51 and 111 flying the F-14 Tomcat, and Air Antisubmarine Squadron 29 flying the S-3A Viking.

From 4 to 16 March, the ship conducted drills and exercises in the Puerto Rican operation area in support of READEX and in preparation for the ORE, which began on 11 March. Activities included general quarters drills, bombing on Vieques, AAW exercises, ASW operations, SAR exercises, and AIM-7 and AIM-9 missile shoots. The first Soviet "Bear" contact of the cruise was on 5 March, but did not result in an intercept. Another contact and intercept was made on 11 March at 595 nautical miles and a 17-minute escort was provided.

The Operational Readiness Evaluation was conducted 11-14 March and the ship finished with an overall "low excellent" grade.

Evaluation of individual war fighting areas was: AAW, excellent; ASUW, high excellent; ASW, excellent; strike warfare, high good; C3 information flow, low satisfactory.

On 15 and 16 March, the ship participated in a "war at sea" scenario involving USS DWIGHT D. EISENHOWER (CVN 69) and USS JOHN. F. KENNEDY (CV 67) conducting flight operations associated with the hostilities phase of READEX 1-83. On 17 March, the ship took on stores and ammunition and turned northeast to begin a TRANSLANT to the Mediterranean. CARL VINSON was accompanied during this leg of the cruise by USS TEXAS (CGN 39) and USS BRUMBY (FF-1044).

On 19 March, the ship made another Bear intercept, this one at 200 miles, and provided a 2.5 hour escort.

USS CARL VINSON and escorts passed through the Strait of Gibraltar on 26 March and immediately began ADEX 1-83, an air operations exercise with the Royal Moroccan Air Force. The RMAF flew strikes against the battle group and VINSON flew strikes against their airfields. This was followed on 27 March by a visit from France's Minister of Defense.

The first liberty port for the cruise came on 28 March when the ship dropped anchor in Monte Carlo, Principality of Monaco. Dozens of distinguished visitors and citizens visited the ship during the seven-day stay. The ship was commended for exemplary behavior by Commander, U. S. Naval Forces, Europe, Commander, SIXTH Fleet, and Commander Task Group 60.2.

The next 10 days at sea were spent in operations in support of Commander Task Force 67 and National Week exercises. On 6 and 7 April, the air wing flew against CVWR-20 aircraft deployed to Sigonella, Sicily and did extended range vector logic/outer air battle operations against the USS NIMITZ (CVN 68) Battle Group. National Week, 8-10 April, was a multi-nation NATO exercise involving the CARL VINSON and NIMITZ Battle Groups. On 9 April, during National Week, an F-14 Tomcat from VF-51 was lost while on a routine training mission and both crewmembers were lost. Search and rescue efforts were terminated after two days when debris from the aircraft was located. Concurrent with these exercises (7-13 April) was CANBERRA PASSEX, which included EMCON, Over the Horizon and other targeting exercises with the Australians

CARL VINSON entered port at Casablanca, Morocco on 14 April for a three-day stay then began a track out of the Mediterranean to turn south around Africa. Abidjan, Ivory Coast, was the next stop, and after a four-day visit (23-27 April) the ship was once more underway. The traditional Shellback initiation was performed when the ship crossed the Equator on 28 April.

On 3 May, the Battle Group came under Pacific Fleet control and continued the journey, now turning north, to the Indian Ocean. On 19 May, CARL VINSON took part in GLAD CUSTOMER, which involved

B-52 long range intercepts and Battle Group operations supported by B-52s.

The next major event, 29-31 May, was BEACON FLASH 83-3. This exercise involved overland opposed operations against the Sultan of Oman's Jaguar/ Hawker Hunter aircraft. Events included opposed airfield strikes, day and night low level navigation, Defensive Air Combat Training (DACT) and some MK-80 series live ordnance delivery on Thumrait target.

Operations against USS BOSTON (SSN 703) were conducted from 2-4 June in ASW Exercise 83-6U. On 7 and 8 June, the battle group conducted an air defense/war-at-sea exercise with USS CORAL SEA (CV 43). The following day, Commander, Carrier Group FOUR embarked in CORAL SEA and Commander, Carrier Group ONE, RADM Paul F. McCarthy, embarked in CARL VINSON.

From 12-14 June, the battle group conducted MULTIPLEX 83-3, a one day war-at-sea exercise with split battle group assets and USS WORDEN (CG 18) taking the part of COMORANGE.

Exercise BEACON SOUTH 83-2 was planned for 28-30 June with Australian Forces and was to include overland strikes into Lancelin target. Most events in the exercise were cancelled due to bad weather, but the ship did conduct an anti-air warfare exercise against returning attack aircraft.

The 64-day at-sea period was ended with a port visit to Perth, Australia from 1-7 July.

From 16 to 18 July, CARL VINSON took part in WEAPONS WEEK 83-3, consisting of standard Diego Garcia operations with live Mk-80 series conventional ordnance delivery, mine exercises, attacks on towed and electronically controlled targets at sea, and SAR exercises.

Exercise VECTOR SOUTH followed, 20-22 July, with Battle Group operations against 13TH Air Force defense fighters defending

Diego Garcia. On 21 July, the ship conducted GLAD CUSTOMER 83-4H involving B-52 long range intercepts, followed by battle group operations supported by B-52 aircraft. Also on 22 July, Commander, Carrier Group ONE off-loaded and Commander, Carrier Group FIVE, RADM Thomas F. Brown, embarked.

On 24 July, Commander, SEVENTH Fleet, VADM Hogg, visited CARL VINSON and, on the same day, another Shellback initiation was held when the ship crossed the Equator. On 26 July, an A-7E Corsair II from Attack Squadron 37 hit the ramp during a night landing and went off the angled deck into the water. The pilot ejected as the aircraft cleared the deck. He was picked up by helicopter 16 minutes later and returned safely to the ship.

On 30 July, Captain Richard L. Martin was relieved as Commanding Officer by Captain Thomas A. Mercer.

From 1-5 August, CARL VINSON underwent one of the Navy's most exacting examinations - the Operational Reactor Safeguards Examination - and passed with the highest grades in more than seven years for a Pacific Fleet carrier.

From 6 to 9 August, the Battle Group conducted ASW Exercise 83-7U against USS BOSTON. This was followed on 11-12 August by MULTIPLEX 83-4 - a split Battle Group operation in the North Arabian Sea. Operation BRIGHT STAR 83-4 was conducted 18-20 August. This was a combined U. S. Navy, U. S. Marine Corps and Somali amphibious assault involving close air support/anti-air warfare support in the Gulf of Aden.

The Battle Group then turned east to begin their journey to the Western Pacific. Enroute, on 1 September, a Malaysian Navy PASSEX was conducted with Malaysian patrol boats.

The week before entering Subic Bay, Republic of the Philippines, was a busy one for distinguished visitors. They included the Prime Minister of Malaysia; COMSEVENTHFLT, VADM Hogg; U.S. Ambassador to Kuala Lumpur, Malaysia, Palmer; and Mr. Peter Chan, Deputy Secretary, Ministry of Foreign Affairs, Singapore.

CARL VINSON entered Subic Bay on 7 September for a 10-day upkeep period and departed on the 17th. From 21 to 26 September, the ship called in Hong Kong before taking part in Exercise ANNUALEX 58G on 30 September. This was a combined U. S. Navy/Japanese Maritime Self Defense Force exercise in the Northern Philippine Sea.

From 1-4 October, the ship was in Sasebo, Japan and after a quick transit, called in Pusan, Republic of Korea from 6 to 10 October. Underway again on 10 October on the last leg of its around the world trip, CARL VINSON steamed for Pearl Harbor, Hawaii for its last stop before homeport. There was an unplanned interruption to the transit. From 10 to 12 October, the CARL VINSON Battle Group conducted contingency operations in the southern Sea of Japan following the assassination attempt in Burma on South Korea's president.

More than 800 "Tiger Cruise" guests were waiting in Pearl Harbor to join the ship for the trip to its new homeport in Alameda, Calif. Sons, fathers, brothers and friends had flown to Hawaii for their once-in-a-lifetime opportunity to cross the Pacific on the maiden voyage of the Navy's newest aircraft carrier.

USS CARL VINSON steamed into Alameda on the afternoon of 29 October and was welcomed by thousands of family members and well-wishers. The ship remained at Pier 3, Naval Air Station Alameda, for the post-cruise leave period and a 90-day, \$18 million Ship's Restricted Availability (SRA).

In summary, CARL VINSON travelled more than 63,000 miles in a period of 270 days, 226 of them at sea. Port calls included Monte Carlo, Casablanca, Abidjan, Perth, Subic Bay, Hong Kong, Sasebo, Pusan, and Pearl Harbor. Three different flag staffs

were embarked: COMCARGRU FOUR, RADM Kendall E. Moranville; COMCARGRU ONE, RADM Paul F. McCarthy, and COMCARGRU FIVE, RADM Thomas F. Brown. CARL VINSON completed more than 11,500 aircraft launches and recoveries; pumped more than 19,000,000 gallons of jet fuel; served more than 2,700,000 meals and processed more than 3,500,000 supply documents.

USS CARL VINSON conducted 28 real-world intercepts of Soviet Bear, May and Cub aircraft. Most noteworthy was the 595-mile long range intercept on the first Bear Fs deployed to Cuba. All intercepts were made at or greater than 200 nautical miles except those flights which originated inside this distance. The ship's E-2's consistently gained radar contact beyond the surveillance area and the two fighter squadrons made one hundred percent of the intercepts with the first aircraft launched.

DISTINGUISHED VISITORS EMBARKED IN CY 1983

17-18 Jan LCOL Bandar-Bin-Sultan, Royal Saudi Air Force Defense and Armed Forces Attache.

27 Mar U. S. Ambassador to France, The Honorable Galbraith; France's Minister of Defense (MOD) Hernu; Technical Counselor, Mr. Dubos; Chief of Staff to MOD, RADM Hughes; Commander of Aircraft Carriers and Embarked Aviation Mediterranean (France) RADM Klotz; Deputy to MOD for International Relations/Technical Counselor Mr. Heisbourg; Charge de Mission, CAPT DeLangre; Aide de Camp, Major Gejou; Mr. Hernu's bodyguard, Inspector Parquet. U. S. participants were Defense Attache, BGEN Patte, USA, and A/ALUSNA, LTCOL [REDACTED], USMC.

15-16 Mar VADM Thomas J. Kilcine, Commander, Naval Air Force, U. S. Atlantic Fleet.

26-29 Mar RADM Edward H. Martin, Commander Battle Force SIXTH Fleet.

16 Apr U. S. Ambassador to Morocco, The Honorable Joseph V. Reed; the Royal Family of Morocco, and guests.

20 Apr U. S. Ambassador to Senegal, The Honorable Charles W. Bray III; Deputy Chief of Staff, Senegal Armed Forces, COL Mamadou Mansour Seck; French Ambassador to Senegal, His Excellency Fernand Wibaux.

25 Apr U. S. Ambassador to Ivory Coast, The Honorable Nancy V. Rawls; Minister Jean Konan Banny; Minister Lamine Fadika; MGEN Oumar N'Daw; BGEN Bertin Zeze Baroan; CAPT Richard Palma; CDR [REDACTED]; LCOL [REDACTED]

03 May U. S. Ambassador to the Republic of South Africa, The Honorable Nickel, and Chief of the South African Navy VADM Putter and two aides.

14-15 May RADM T. F. Brown, III, Commander, Task Force 70, CDR [REDACTED] and LCDR [REDACTED].

14 Jun RADM Charles E. Gurney III, Commander, Middle East Force, and two aides.

24-25 Jul VADM J. R. Hogg, Commander SEVENTH Fleet.

24 Aug GEN Sir Timothy May Creasey (KCB); Charles Cecil, U. S. Charge' d'Affaires to Oman, Naqeeb; (Captain) Salim Mohammed, Aide deCamp; Raid Tayyar (Squadron Leader) Yahya Rasheed, Asst Ops Officer (SOAF), and COL Hall, Defense Attache.

01 Sep

Prime Minister of Malaysia; U. S. Ambassador to Kuala Lumpur, The Honorable Palmer; VADM J. R. Hogg, Commander SEVENTH Fleet, and Mr. Peter Chan, Deputy Secretary Ministry of Foreign Affairs, Singapore.

ENGINEERING DEPARTMENT SUMMARY

In the Engineering Department, the cruise was highlighted by a significant level of self sufficiency. There was no availability of repair facilities and the ship received only eight days of upkeep (Subic Bay) during the entire cruise. Many significant maintenance tasks were completed, many of which are not normally done by a ship's force.

Work on the main circulating water pump, the attached lube oil pump and the diesel engines was especially gratifying. CARL VINSON also provided a great deal of repair support to other ships in the Battle Group. One service not normally available at sea is rotor balancing. Although the equipment was installed during construction, the technique was developed by the ship's motor rewind shop. Also, our ability to provide high pressure weld services enabled us to complete some major repairs to our escorts. CARL VINSON ended the cruise in excellent material condition with all major equipment operational.

MANAGEMENT DEPARTMENT SUMMARY

Management Information Systems Department installs, and maintains several computer projects, all of which are in various stages of development and evaluation. The department is looking closely at such things as durability of software, training of operators and maintainability. Many unplanned and unforeseen beneficial uses of the hardware regarding carrier operations have been documented and fed back into the system. The systems are:

ZOG A shipboard automated information system supported by the Office of Naval Research. It is designed as a rapid-response menu selection, human-to-computer interface. Applications include planning, scheduling of events and check lists.

MATNET (Mobile Access Terminal Network) is a prototype MAT station onboard CARL VINSON, enabling the user to log on to a computer at any remote location and control its execution and transfer of files to the ship while at sea.

SDMS (Spatial Data Management System) is an advanced research agency supported project using a computer-base tool that use graphic symbols to convey information. It is a highly effective means for people who are not data processing professionals to organize and access a computer data base.

WEAPONS ELEVATOR is a video disc and television monitor system using ZOG as an interface. It provides specific frames of information from the weapons elevator on-line manual. It is used to enhance training and maintenance of the ship's weapons elevators.

AIR PLAN is an expert artificial intelligence system using ZOG interface via computer. It is being developed to provide the Air Operations Officer real time aircraft status information such as fuel states, emergencies, mission assignment, controlling frequencies, divert information, etc.

WORD PROCESSING is a system of multi-terminals and printers interconnected on a single computer network. It uses the WANG VS-100 computer.

COMMUNICATIONS DEPARTMENT SUMMARY

The USS CARL VINSON departed Norfolk, Virginia on 1 March 1983 on its first deployment in conjunction with homeport change to Alameda, California. The USS CARL VINSON set sail for Alameda, California via the Caribbean and Mediterranean Seas, and the Atlantic, Indian, and Pacific Oceans. Enroute USS CARL VINSON Communication Department conducted several training workup evolutions and completed the Operational Readiness Evaluation (ORE) with a final grade of high excellent. Training continued with a loading exercise. A total of 6,000 incoming/outgoing messages were processed to test the loading and processing capability of the Message Processing and Distribution System (MPDS), NAVMACS-V2 and HF backup systems. All messages were required to be handled within the speed of service objectives as outlines in NTP-3.

Training throughout the deployment continued on a regular basis concentrating mainly on computer and manual message processing. The highlight of the cruise was the excellent training accomplished on HF terminations with NAVCOMMSTA Diego Garcia in the Indian Ocean. This was the first real opportunity for the USS CARL VINSON communicators to maintain an HF termination for a period of more than thirty days. The excellent training and experience gained was enhanced by a good selection of interference free frequencies with resulting high reliability. The reliability and free interference was made possible through excellent frequency selection using real time propagation data from the AN/TRQ-35 (CHIRPSOUNDER) which became a permanent installation onboard USS CARL VINSON.

Message traffic totals averaged 1075 incoming and 215 outgoing daily. During major exercises traffic totals reached a high of 1900 messages per day, the highest daily total experienced was 2700. Traffic totals by month are as follows:

<u>Month</u>	<u>Incoming</u>	<u>Outgoing</u>	<u>Total</u>
March	37,607	5,713	43,320
April	31,813	10,747	42,560
May	30,109	6,927	37,036
June	33,143	5,225	38,368
July	31,562	6,023	37,585
August	38,985	7,324	46,309
September	31,843	5,712	37,555
October	23,100	4,100	27,200
Totals	220,555	46,058	266,613

Class E total: 2,939

CHAPLAIN'S GOODWILL AND CIVIC ACTION PROJECTS

- 15 Apr Reconstruction and renovation project at Ain Chock Orphanage in Casablanca, Morocco. Eighty-five sailors did painting, electrical, glazing, plumbing and mechanical work.
- 24 Apr The "Voices of Vinson Choir" participated in Sunday worship with a Nigerian congregation in Abidjan, Ivory Coast during an international missionary fellowship.
- 26 Apr Forty-eight sailors did repairs to State Orphanage at Bingerville, Ivory Coast.
- 11-12 Sep Men from CARL VINSON constructed a three-room concrete school/clinic building, installed a septic tank and built playground equipment at Barangay Holy Ghost Extension, Baguio City, R.P.
- 24 Sep Contributed \$500 for repair of storm damage to St. Christopher's Orphanage, New Territories, Hong Kong.
- 7 Oct Forty-eight men from CARL VINSON renovated Duk Sung Orphanage, Pusan, Korea.

These projects and relations with host nationals were received warmly and covered favorably in local newspapers. They projected to the countries visited, a positive, grass roots image of the U.S. Navy and the U. S. Government.

CY 1983 RETENTION STATISTICS

	<u>Eligible</u>	<u>Ineligible</u>	<u>Reenlist</u>	<u>Gross</u>	<u>Ineligible</u>
First Term	399	77	123	26	16
Second Term	61	8	22	32	12
Career	55	27	43	52	33
Career+	29	0	7	24	0

USS CARL VINSON has built an aggressive, well-trained and well organized Retention Team. Command career counselors control a network of departmental and divisional counselors. This internal chain of command enhances the flow of career information and makes the organization responsive to the needs of the crew. Statistics since the retention team was formed show a marked improving trend, with CARL VINSON exceeding established retention goals. In December, for example, the statistics were:

	<u>Eligible</u>	<u>Ineligible</u>	<u>Reenlist</u>	<u>Gross</u>	<u>Ineligible</u>
First term	218	28	90	37	11
Second term	28	3	13	42	10
Career	30	6	24	67	17
Career+	9	0	4	44	0