



Rec'd 3/6/90

DEPARTMENT OF THE NAVY
USS CARL VINSON (CVN 70)
FLEET POST OFFICE
SAN FRANCISCO, CA 96629 - 2840

5750
Ser XADM/ 247
26 FEB 1990

From: Commanding Officer, USS CARL VINSON (CVN 70)
To: Director of Naval History (OP-09BH)

Subj: 1989 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Ship's Mission and Organizational Structure
(2) Historical Narrative
(3) Ship's Chronology
(4) Major Operational Evolutions
(5) Significant Department Achievements
(6) Retention Statistics
(7) Distinguished Visitors at Sea
(8) Distinguished Visitors, Tours and Special Events In Port
(9) Commanding Officer's Biography
(10) Commanding Officer's Photograph

1. As required by reference (a), enclosures (1) through (10) are forwarded.

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DOYLE J. BORCHERS II

USS CARL VINSON (CVN 70)

USS CARL VINSON is one of the most modern and formidable fighting vessels in the world. The latest in technology and the skills and stamina of the American sailor are combined aboard CARL VINSON to enable us to answer any conceivable threat to world peace.

Our nuclear power plant enables us to respond rapidly and in advance of support vessels required for other types of fighting ships, bringing our embarked Air Wing to any scene of trouble around the globe.

Our own Carrier Air Wing FIFTEEN is a formidable force with over 85 aircraft covering every aspect of modern Naval Air warfare capabilities.

The Primary Mission of USS CARL VINSON is to be ready to employ its power anywhere in the world as directed by the President of the United States.

Only by maintaining its equipment and personnel in the highest state of readiness will CARL VINSON be capable of carrying out its wide variety of missions, including anti-air warfare, anti-surface warfare and electronic warfare.

Other tasks that CARL VINSON shares with most U.S. Navy ships include maintaining mobility, replenishing ships at sea and performing a variety of non-combat missions such as the rescue at sea of vessels in distress and the transportation of refugees and other personnel.

USS CARL VINSON is one of the most powerful self-contained combat platforms in the world.

The survivability of the ship in a hostile environment is enhanced by two of the U.S. Navy's latest close-in weapons systems.

If any incoming aircraft or missiles penetrate the ship's fighter aircraft and guided missile cruiser defense envelope, they will find themselves facing the NATO Sea Sparrow Missile System and the Phalanx Close-In Weapons System, a sophisticated version of the rotating-barrel Gatling Gun.

The ship's nuclear power plant allows CARL VINSON to travel for extended periods in excess of 30 knots without the need to replenish propulsion fuel.

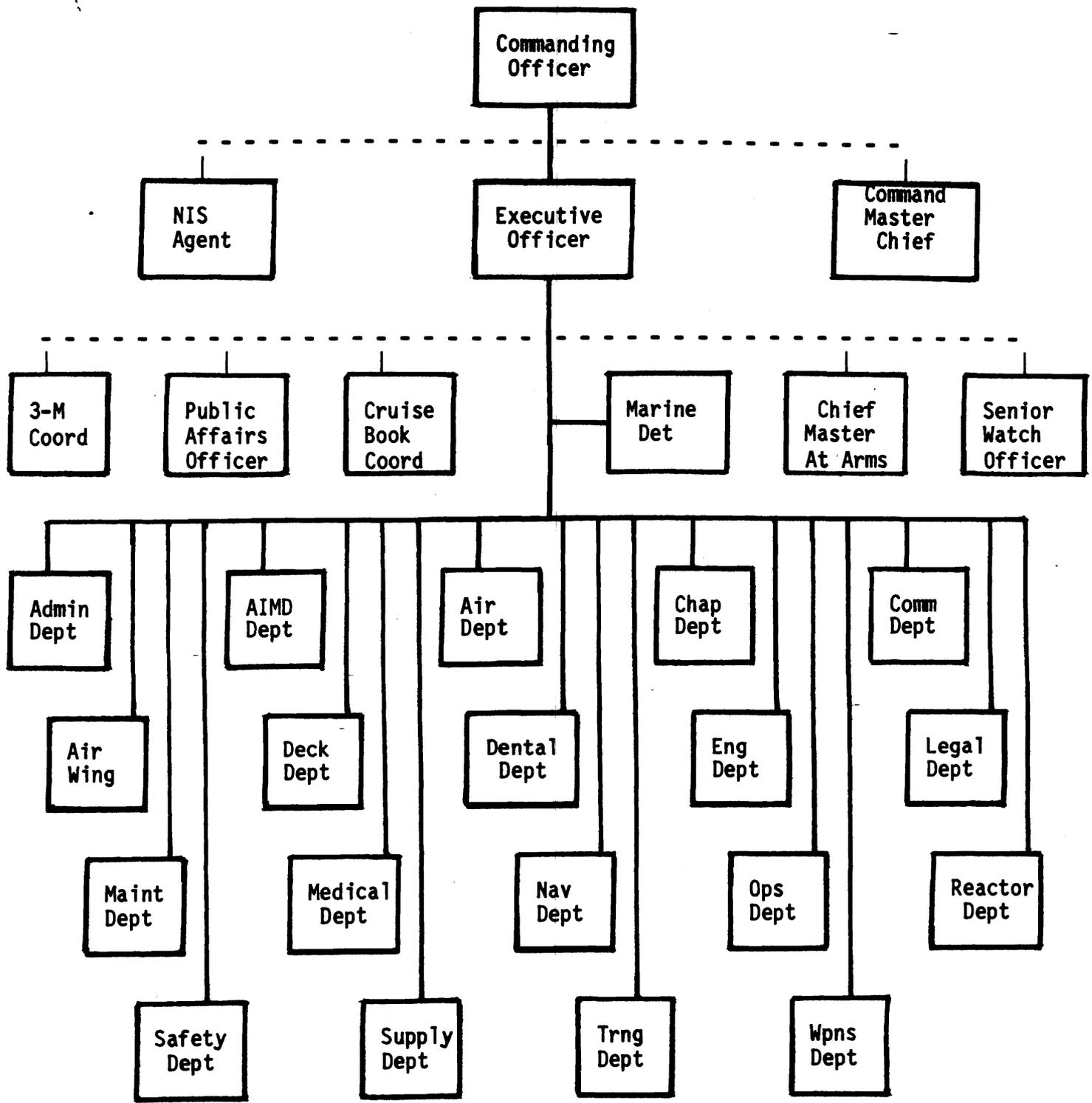
Once on station, CARL VINSON can remain longer and fly more missions than Fossil Fueled aircraft carriers due to its ability to carry aviation fuel in tanks that would otherwise be devoted to ship's fuel in the conventional aircraft carrier.

The dedication, professionalism, hard work and combat readiness of the officers and crew of USS CARL VINSON ensure the ship is ready to meet any challenge the future may hold.

USS CARL VINSON's Immediate Senior Commander is:

- a. Operational. Commander, Carrier Group THREE.
- b. Administrative. Commander Naval Air Force, U.S. Pacific Fleet.

USS CARL VINSON'S ORGANIZATIONAL STRUCTURE



HISTORICAL NARRATIVE

USS CARL VINSON started 1989 at Pier 3, Naval Air Station, Alameda, California, standing down for Christmas leave. CARL VINSON got underway for Fleet Replacement Squadron Carrier Qualifications during the period of 25 January to 2 February; followed by a Selected Restricted Availability from 2 February to 1 May.

On 14 April, Captain George D. O'Brien, Jr., was relieved by Captain Doyle J. Borchers II as Commanding Officer.

CARL VINSON conducted independent steaming operations from 1 May to 5 May, followed by Refresher Training in the Southern California Operating Area with the embarked air wing, Carrier Air Wing FIFTEEN from 12 May to 26 May.

During the month of June, CARL VINSON had the 3-M Assist Inspection (5-9 JUN), INSURV Inspection (10-16 JUN), and the Command Inspection (19-23 JUN). On 24 June, CARL VINSON was singled out to host the American Academy of Achievement---700 of our nation's leading citizens and the top high school students in the nation gathered for this banquet.

CARL VINSON got underway for independent steaming operations followed by Advanced Training Assessment during the period of 25 July to 17 August in the Southern California Operating Area with the embarked air wing, Carrier Air Wing FIFTEEN.

Carrier Air Wing FIFTEEN, embarked on board CARL VINSON, consisted of nine squadrons. They were Fighter Squadrons (VF) 51 and 111, flying the F-14 Tomcat; Medium Attack Squadron (VA) 52, flying the A-6E Intruder; Light Attack Squadrons (VA) 27 and 97, flying the A-7E Corsair; Air Anti-Submarine Squadron (VS) 29, flying the S-3A Viking; Air Anti-Submarine Helicopter Squadron (HS) 4, flying the SH-3H Sea King; Tactical Electronic Warfare Squadron (VAQ) 134, flying the EA-6B Prowler; and Carrier Airborne Early Warning Squadron (VAW) 114, flying the E-2C Hawkeye. Aircraft embarked aboard CARL VINSON used tail code NL.

On 5 September, CARL VINSON departed Alameda for Phase I of PACEX '89. Staffs embarked on board were Commander, Carrier Group THREE, RADM Daniel P. March who relieved RADM David N. Rogers on 13 February; Commander, Carrier Air Wing FIFTEEN, CAPT Lyle G. Bien who relieved CAPT James H. Finney on 2 June; and Commander, Destroyer Squadron NINE, CAPT Harry M. Dyck, Jr.

After returning to Alameda on 14 September for 4 days, CARL VINSON departed for Phase II, III and IV of PACEX '89, the largest peacetime Naval exercise since World War II, via the Northern Pacific and Bering Sea on 18 September.

CARL VINSON, for the fourth time, conducted operations in the icy waters of the Bering Sea, where the challenges of adverse weather conditions were added to an already intense operating environment. CARL VINSON conducted challenging navigation and flight ops within the NLOA (Near Land Operating Areas) inside the Aleutian Island chain. During this period, the crew of CARL VINSON successfully evaluated the Navy's Combat Rationing Plan.

On 4 October, CARL VINSON departed the Aleutian Islands, leaving northern waters, and steamed south conducting heavy flight operations all the way. On 6 October, CARL VINSON crossed the international date line and shortly thereafter, inched to Commander SEVENTH Fleet on 8 October. In the following weeks, CARL VINSON, leading the Battle Force (consisting of three carrier battle groups), conducted operations in the Western Pacific Ocean and Sea of Japan, and were joined by the navies of other nations, polishing and perfecting the skills and techniques of international naval operations.

CARL VINSON made its first port visit since beginning PACEX '89 in Pusan, South Korea, for some much-deserved liberty, when she dropped anchor on 22 October.

Following a four-day visit, CARL VINSON got underway on 26 October. From 25-28 October, CARL VINSON conducted an Operational Reactor Safeguards Examination (ORSE) while enroute to Alameda.

CARL VINSON outchopped from Commander SEVENTH Fleet on 29 October and shortly thereafter, crossed the international date line on 2 November.

On 8 November, CARL VINSON pulled into San Diego to off-load the Air Wing due to the 17 October San Francisco Earthquake and got underway the same day for Alameda.

CARL VINSON passed under the Golden Gate Bridge on 9 November, moored at Pier 3, Naval Air Station Alameda for pre-deployment standdown and Christmas leave. During the period 10-15 December, CARL VINSON got underway for Carrier Air Wing FIFTEEN Carrier Qualifications.

Captain Doyle J. Borchers II served as Commanding Officer, USS CARL VINSON. Commander Robert G. Sprigg served as Executive Officer.

CARL VINSON CHRONOLOGY

<u>DATE</u>	<u>EVENTS</u>
01JAN - 15JAN89	POM---IN PORT ALAMEDA
25JAN - 02FEB89	FLEET REPLACEMENT SQUADRON CARRIER QUALS
02FEB - 01MAY89	SELECTED RESTRICTED AVAILABILITY (SRA)
13FEB89	COMCARGRU THREE CHANGE-OF-COMMAND
23MAR89	COMMAND BRIG INSPECTION
10APR89	TRAINING READINESS EVALUATION (TRE)
14APR89	USS CARL VINSON CHANGE-OF-COMMAND
20APR89	INITIAL CVN 70 FY90 COH FACILITIES PLANNING MEETING
26APR - 06MAY89	PROTOTYPE OCEAN SURVEILLANCE TERMINAL SITE VISIT (POST)
27APR - 28APR89	FAST CRUISE
01MAY - 05MAY89	SEA TRIAL/INDIVIDUAL SHIP EXERCISE (ISE)
01MAY - 06MAY89	COMNAVAIRPAC FLIGHT DECK CERTIFICATION
08MAY - 12MAY89	NUCLEAR PROPULSION MOBILE TRAINING TEAM (NPMTT)
	ADMIN VISIT
12MAY - 26MAY89	INDIVIDUAL SHIP EXERCISE/REFRESHER TRAINING (ISE/IRFT SOCAL)
11MAY89	COMMAND POSTAL INSPECTION
22MAY - 26MAY89	NAVY TECHNICAL PROFICIENCY INSPECTION (NTPI)
10JUN - 13JUN89	INDIVIDUAL SHIP EXERCISE (ISE NORCAL)
11JUN - 16JUN89	BOARD OF INSPECTION AND SURVEY INSPECTION (INSURV)
12JUN - 13JUN89	UNDERWAY MATERIAL INSPECTION (UMI)
18JUN - 30JUN89	WEAPONS ELEVATOR PRE-DEPLOYMENT ASSIST VISIT INSPECTION
19JUN - 23JUN89	COMMAND INSPECTION
20JUN - 21JUN89	MORALE, WELFARE & RECREATION INSPECTION
24JUN89	AMERICAN ACADEMY OF ACHIEVEMENT LUNCHEON
26JUN - 07JUL89	CAT I PIERSIDE TEST
17JUL - 21JUL89	CAT I CHECKS
22JUL - 23JUL89	CAT II FLIGHT CHECK
13JUL - 20JUL89	CAT III FLIGHT CHECK
25JUL - 27JUL89	NUCLEAR PROPULSION MOBILE TRAINING TEAM (NPMTT)
	ASSIST VISIT
25JUL - 17AUG89	AOPS/SOCAL OPAREA
30JUL89	PORT VISIT SAN DIEGO, CA
10AUG - 13AUG89	MINE READINESS CERTIFICATION INSPECTION (MRCI)
14AUG - 16AUG89	ADVANCED TRAINING ASSESSMENT (ATA)
19AUG89	DEPENDENT'S DAY CRUISE
29AUG - 30AUG89	FY90 COH WORK DEFINITION CONFERENCE
05SEP - 14SEP89	CTX/PACEX '89 (PHASE I)
11SEP - 15SEP89	NUCLEAR PROPULSION MOBILE TRAINING TEAM (NPMTT)
	ASSIST VISIT
18SEP - 09NOV89	PACEX '89 (PHASE II, III AND IV)
25SEP - 04OCT89	BERING SEA/ALEUTIAN ISLANDS OPERATIONS
08OCT89	INCHOP COMSEVENTHFLT
17OCT - 21OCT89	SUPPLY MANAGEMENT INSPECTION (SMI)
22OCT - 25OCT89	PORT VISIT PUSAN, KOREA
25OCT - 28OCT89	OPERATIONAL REACTOR SAFEGUARDS EXAMINATION (ORSE)
29OCT89	OUTCHOP COMSEVENTHFLT
08NOV89	COMCARAIRWING FIFTEEN OFF-LOAD (INPORT SAN DIEGO)
09NOV89	INPORT ALAMEDA, CA FOR UPKEEP
21NOV - 22NOV89	NAVY-WIDE SAFETY STANDDOWN
04DEC - 09DEC89	3M INSPECTION
10DEC - 15DEC89	CARAIRWING FIFTEEN CARRIER QUALS
16DEC - 31DEC89	POM---INPORT ALAMEDA

1989 MAJOR OPERATIONAL EVOLUTIONS (UNDERWAY REPLENISHMENTS)

02 MAY UNREP WITH USNS KAWISHIWI (TAO-146) (815,000 GALS JP-5)
12 MAY CONREP WITH USS MAUNA KEA (AE-22) (137 LOADS)
13 MAY VERTREP WITH USS MAUNA KEA (AE-22) (146 LOADS)
18 MAY UNREP WITH USNS WALTER S. DEIHL (TAO-193) (1,590,000 GALS JP-5)
18 MAY UNREP WITH USS HEPBURN (FF-1055) (DRY HOOK UP)
23 MAY UNREP WITH USNS WALTER S. DEIHL (TAO-193) (549,000 GALS JP-5)
06 JUN VERTREP WITH USS KISKA (AE-35)
25 JUL UNREP WITH USS MOUNT HOOD (AE-29) (534 LOADS)
26 JUL VERTREP WITH USS MOUNT HOOD (AE-29) (199 LOADS)
27 JUL CONREP WITH USS MOUNT HOOD (AE-29) (518 LOADS)
04 AUG UNREP WITH USNS KAWISHIWI (TAO-146) (945,000 GALS JP-5)
11 AUG UNREP WITH USNS KAWISHIWI (TAO-146) (779,000 GALS JP-5)
05 SEP UNREP WITH USS MAUNA KEA (AE-22) (169 LOADS)
07 SEP UNREP WITH USNS KAWISHIWI (TAO-146) (782,000 GALS JP-5)
10 SEP UNREP WITH USS KNOX (FF-1052) (DRY HOOK UP)
13 SEP UNREP WITH USNS KAWISHIWI (TAO-146) (1,099,000 GALS JP-5)
21 SEP UNREP WITH USS ROBISON (DDG-12) (112,000 GALS)
22 SEP UNREP WITH USS WABASH (AOR-5) (850,000 GALS/14 LOADS)
25 SEP UNREP WITH USS ROBISON (DDG-12) (78,718 GALS)
29 SEP UNREP WITH USS MARS (AFS-1) (220 LOADS)
29 SEP UNREP WITH USS WABASH (AOR-5) (862,917 GALS)
11 OCT UNREP WITH USS WABASH (AOR-5) (900,000 GALS)
26 OCT UNREP WITH USS WABASH (AOR-5) (968,000 GALS)
13 DEC UNREP WITH USS WABASH (AOR-5) (DRY HIGH-LINE)

1989 SIGNIFICANT DEPARTMENT ACHIEVEMENTS

Operations Department.

Summary of Operational and Administrative Achievements:

- Total Days of Sea/deployed: 123/62 (PACEX '89)
- Total Traps: 8467 (5655 day; 2812 night)
- Total ACLS Approaches: 4442 (55 Mode I; 80 Mode IA;
3835 Mode II; 472 Mode III)

Major Graded Inspections, Evaluations, Audit and Exercises:

- Command Inspection: Satisfactory.
- Refresher Training: Satisfactory in all areas; ASW Module singled out as best in COMNAVAIRPAC.
- INSURV Inspection: Operations Department was commended for overall material readiness with defensive weapons singled out as best carrier observed to date.
- Advanced Training Assessment (ATA): Fully ready for advanced battle group operational training.
- 3M Inspection: 89 percent. Well above average for COMNAVAIRPAC CV/CVN Operations Departments.
- Readiness: 100 percent. All required exercises completed.
- Competitive: 99.42 percent grade average.

Significant Accomplishments:

During Pacific Exercise '89 (PACEX '89), CARL VINSON conducted numerous joint exercises with U.S. and allied forces in conjunction with real world operations. Noteworthy accomplishments include:

- Superbly executed duties as sector AAWC (CW/CC) during all phases of PACEX '89. Countered over 500 exercise/real world raid aircraft, receiving BRAVO ZULU from COMCARGRU ONE (Battle Force AAWC) for an outstanding job, as AAWC (CW) during multi-carrier operations.
- Aggressively countered two Soviet Badger regiments, a total of over 50 aircraft, while operating in the Sea of Japan on 20 OCT 89. The CVN 70/CVW 15 WOLFPAC Team successfully intercepted all surveillance and strike aircraft prior to weapons release range.
- Conducted successful Mobile Sea Range (MSR) operations in the Gulf of Alaska, which included coordinated Air Wing strikes, surface unit engagements and live missile firings.
- Participated in joint USN/USAF Battle Group exercises in the Gulf of Alaska, including B-52 intercepts and overland strikes.
- Successfully completed Near Land Operating Areas (NLOA) operations in the Aleutian Island chain. In preparation for these operations, CARL VINSON published TACMEMO CVN-70-1-89, Flight Operations in Restricted Operating Area Maneuvering (ROAM). This TACMEMO has been verified by COMTHIRDFLT and widely accepted.
- Completed joint USN/Japan Air Self Defense Force (JASDF) operations while operating near the Tsugaru Straits and in the Sea of Japan, conducting coordinated Air-to-Air intercepts as well as ground controlled intercepts.

- Operations Department Meteorology Division operational and administrative accomplishments include:

- o Synoptic Weather Observations Transmitted: 404.
- o Weather Observation Accuracy Rate: 99.4 percent.
- o Developed and refined new operational weather reconnaissance procedures. These procedures were employed extensively and were significantly responsible for the successful completion of flight operations in the world's most demanding environments.
- o Initiated innovative environmental command and control doctrine for multi-battle group operations. These well organized procedures are being forged into a standing THIRD Fleet OPGEN to be employed during all future integrated Battle Force operations.
- o Superb forecast coordination and heavy weather evasion recommendations allowed Battle Group CHARLIE to safely negotiate two Western Pacific typhoons and a major storm force low in the southern Bering Sea.

- CARL VINSON's Intelligence Center (CVIC) and Ship's Signals Exploitation Space (SSES) were hotbeds of activity during PACEX '89. CVIC and SSES soon built reputations as the intelligence reporting and analysis experts of the Battle Force. On a number of occasions CARL VINSON provided nearly sole source long-range Indications and Warning (I&W) support to the warfare commanders during real and exercise air raids against the Battle Force. This resulted in accurate and timely decision making and consistent intercepts of all raid aircraft outside of weapons release range.

- CARL VINSON was designated as the Battle Force Special Intelligence (SI) Communications Control Ship throughout PACEX '89. In this capacity, the Cryptologic Technicians (CT) were the primary SI communications controlling authority for three carrier battle groups, an amphibious ready group, and a surface action group; a total of over 21 special intelligence platforms, the largest ever assembled in the Pacific Fleet. Despite near continuous NO-SAT conditions, which brought the primary SI communications circuits off-line, CARL VINSON CT's and RM's provided the required C3 support to all warfare commanders in extremely high threat areas.

Conducted two NATO Sea Sparrow (NSSMS) missile firings, successfully testing the operating envelope of the RIM-7M missile--both scoring direct hits.

CARL VINSON's Electronic Warfare (EW) Module was cited by both Fleet Training Group (FTG) and COMNAVAIRPAC during Refresher Training as having the best training program in Pacific Fleet. During PACEX '89, the EW operators performed admirably as Battle Force and Battle Group EW Control, and were credited with the intercept of 98 Soviet emitters and correlation of over 2500 other emitters.

CARL VINSON's ASW Team/ASW Module earned grades of outstanding for all ASW exercises during Refresher Training. FTG cited the CARL VINSON ASW Team as the strongest they had observed in Pacific Fleet. In addition, the ASW Module performed superbly as Battle Group ASW (CX) during PACEX '89, the only carrier ASW Module to assume a vital warfare commander role in support of COMDESRON. Battle Group CHARLIE assets accounted for more than 50 percent of valid simulated attacks under CX direction.

Engineering Department. Because of CARL VINSON's especially compact deployment turn around schedule, 1989 provided the men of Engineering Department ample opportunity to excel. Constantly challenged, often stressed, they performed their jobs expertly. Every departmental commitment was met throughout the year.

Working extended hours throughout a Selected Restricted Availability at NAS Alameda, a three-month propulsion plant work package was successfully completed in only nine weeks. The efficiency of the steam plant was significantly enhanced by the addition of an auxiliary exhaust augmenting station in each main machinery room and a comprehensive valve overhaul maintenance program. Additionally, several major out-of-plant systems were overhauled or reconfigured including aircraft elevator controls, AFFF stations, and motor driven fire pumps.

Following sea trials, during which a new ship's speed record was established, CARL VINSON successfully completed an intense and comprehensive period of Refresher Training. Satisfactory grades were received for all damage control exercises, including the very difficult major conflagration during the final battle problem.

Immediately upon the conclusion of Refresher Training, the Engineering Department undertook the final preparations for a visit by the Board of Inspection and Survey. With the extraordinary effort put forth by each division in preparing for INSURV came the reward of a particularly successful inspection. The Engineering Department earned high accolades from the members of the Board. Machinery Division was commended for executing the smoothest open and inspect of any carrier in recent memory, completing a day early. Auxiliaries Division was recognized for having the best galley maintenance program in the Pacific Fleet, and Electrical Division reduced its number of discrepancies by 50 percent from the previous INSURV and was the first carrier in recent years to be credited with an effective electrical safety program.

Because of catastrophic failure of the 3 main engine turning gear, CARL VINSON was forced to get underway for ATA with only three engines on line. Working around the clock, a team of civilian and ship's force personnel effected the underway repair of 3 main engine in only six days.

PACEX '89 was designed to stress the fleet to the limits of wartime operation without violating safe operating procedures. The Engineering Department measured up fully. Encountering extended periods of high winds and heavy seas, the propulsion plant provided the sustained high speed necessary to support flight operations and typhoon evasion. Repair Division responded in an equally professional manner when the Nucleus Fire Party was called upon to combat flooding in Close-In Weapons System Mount 22 equipment room, the ship's foc'sle, and several crew berthing areas, resulting from wave damage. The Department was saddened by the loss of DCFN Donald Evans, who was lost at sea after being washed overboard by a rogue wave.

Throughout PACEX '89, Engineering Department busied itself preparing for the Operational Reactor Safeguards Examination. Despite having only two plant steam-out maintenance periods in the months preceding ORSE, no significant material discrepancies were noted by the examination team, and all drills and evolutions were satisfactorily performed. Following ORSE, Machinery Division supported a high speed transit across the Pacific Ocean, as the ship returned to homeport to allow families to be reunited after the San Francisco, 17 October earthquake.

Upon returning to Alameda after two months at sea, each Engineering division performed superbly during the Type Commander's 3-M Inspection. The final weeks of 1989 were spent preparing for the reorganization of Engineering and Reactor Departments and the upcoming 1990 deployment and complex overhaul, while simultaneously enjoying a period of well deserved holiday leave.

Supply Department. The first four months of 1989, were spent in upgrading the facilities during the Selected Restricted Availability (SRA). Major projects that were completed included the installation of VIDMAR storage cabinets in S-6 repairables storerooms and in S-8 Main II storerooms, refurbishment of several major food service equipments, the relocation of the SNAP II computer complex to the former soda storeroom and the renovation of all the Wardroom sculleries. Also during this period, major inventories were conducted on the Maintenance Support Package (MSP) storerooms and all repairables storerooms. The renovations and inventories were difficult, but ensured that the Supply Department was in the best position to start the operating cycle. In May, Sea Trials and Refresher Training were conducted with the Supply Department fully participating. Support of the embarked Air Wing was outstanding during Refresher Training with Readiness averaging 96 percent Mission Capable (MC), 94 percent Full Mission Capable (FMC) and only one off-ship Non-Mission Capable Supplies/Partial Mission Capable Supplies (NMCS/PMCS) requisition per day. In mid-June, the ship underwent an intensive INSURV from the Board of Inspection and Survey. The inspection went well with the senior member commenting that the CARL VINSON had the best storerooms he had ever seen.

On 24 June, the Supply Department entertained the American Academy of Achievement in a luncheon held in Hangar Bay 2. Seven hundred of our nation's leading citizens and the top high school students in the nation gathered for an outstanding banquet put on by the S-2/S-5 Food Service Team. Guests included Tom Brokaw, Tom Selleck, Oprah Winfrey, Tom Clancy, General Clayton Powell (who later became Chairman of the Joint Chiefs of Staff), General Chuck Yeager, Dinah Shore, Beverly Sills, as well as 20 Nobel Prize laureates.

In July and August, the ship was underway for Advanced Training Assessment. During the period, 30 July to 4 August, the COMNAVAIRPAC Aviation Supply Management Assistance Team (ASMAT) came aboard and conducted a thorough assist visit. The Aviation Readiness figures for ATA were 88 percent FMC with 4 off-ship NMCS/PMCS requisitions. On 19 August, the Supply Department hosted 11,000 dependents and guests for a full breakfast and lunch in Hangar Bay 2. The day was a huge success with the Command receiving numerous letters of thanks and appreciation. The remainder of August was spent in loading out for PACEX '89.

On 5 September, the ship got underway for PACEX. To support logistics operations in the Northern Pacific, beach dets were established at McCord AFB, WA; Alameda, CA; Subic Bay, RP and Atsugi, JA. The support of a carrier and its embarked Air Wing is always challenging, but the constraints involved with supporting the ship (both exercise and real world) in the Northern Pacific and the Bering Sea made PACEX particularly challenging. The Readiness figures posted by the Supply/AIMD/CVW-15 team were impressive as a MC rate of 90 percent, an FMC rate of 88 percent and an average of 6 NMCS/PMCS requisitions per day was posted. On several occasions, zero aircraft were down for parts.

During the period 17-21 October, the COMNAVAIRPAC Supply Management Inspection team was aboard to conduct an in-depth inspection of the Supply

Department. The overall grade for the inspection was Outstanding with the functional area grades as follows:

Admin/Training	Excellent
Stock Control	Outstanding
Financial Management	Excellent
Food Service	Outstanding
Retail Sales/Services	Outstanding
Disbursing	Outstanding
Private Mess Operation	Good
Aviation Stores	Outstanding
Depot Level Repairables (DLR)	Outstanding
Data Processing/SNAP	Outstanding
Material	Outstanding
Surface Support	Outstanding

This represented a major improvement in most functional areas. In November, the Food Service Division cooked and delivered 200 Thanksgiving turkeys to feed the homeless for the Salvation Army of San Francisco. In December, the Food Service Division hosted 400 dependent children at the annual Christmas party. A very successful year ended with COMNAVAIRPAC announcing CARL VINSON had won the Food Service Excellence Award and that the ship was a semi-finalist in the prestigious Captain Edward F. Ney Food Service Excellence competition.

Chaplain Department. CARL VINSON conducted five successful pre-deployment briefs for service members and their wives. These briefs, held in various locations, near major government housing areas around the San Francisco area, provided the serviceman and his wife a chance to gather information related to the deployment separation. In addition, CARL VINSON hosted, on board, a pre-deployment fair, in a carnival motif. The fair provided information relating to the deployment and change of homeport information from the Bremerton, WA area. The fair was most successful in providing information and assistance from Legal, Chapus, Dental, Navy Relief Society, American Red Cross, Family Service Center, base vehicle registration and storage, Personnel, Disbursing, Ombudsman, enlisted and officers wives clubs, and religious programs. Change of homeport information included representatives from Bremerton School System, Chamber of Commerce, Naval Shipyard Family Service Center, Recreation Service and base housing. These preparation efforts will greatly ease future distress associated with deployment and relocation.

Throughout the year, the department organized several Community Relation (COMREL) projects locally in the San Francisco Bay Area and while deployed. During PACEX '89, CARL VINSON was involved in two COMREL projects during the port visit in Pusan, Korea, at the Chung Duk Won and the Duk Sung Orphanages. Both projects involved painting and repair of facilities. The department also provided labor to support the Salvation Army in assisting victims of the San Francisco Earthquake. Ten-man teams of volunteers were supplied daily for a period of one month. The CARL VINSON Ombudsmen team experienced major turnovers due to transfers and all the Ombudsmen engaged themselves in an active training program as well as preparing for deployment and change of homeport. Ombudsmen are located in two ports, Alameda, CA and Bremerton, WA. One Ombudsman is a mother of a sailor and has been extremely successful in communicating with the families of single sailors. The Ombudsmen provide information and assistance to families of the crew. They maintain a telephone

tape information line, with a weekly message from the Commanding Officer, a monthly newsletter mailed to the families of the entire crew, and a Letters from Home Bulletin Board containing letters, photos, newspaper clippings, and maps from families in various states. The Ombudsmen were highly commended for their efforts during the San Francisco Bay earthquake when hundreds of CARL VINSON families were affected.

Aircraft Intermediate Maintenance Department. The AIMD Department continued setting the pace for Pacific Fleet carriers in 1989 by averaging 90 percent mission capable (MC) and 88 percent full mission capable (FMC) from 1 January to 31 December 1989. This period included both a compressed turnaround and PACEX '89 deployment. AIMD inducted over 12,900 items and repaired over 10,460 components resulting in a Ready For Issue (RFI) rate of 81 percent. The department sustained a rotatable pool effectiveness rate of 96 percent. AIMD's calibration laboratory inducted, on schedule, over 5400 items achieving an extremely low calibratable equipment overdue rate of .91 percent. AIMD's aggressive participation in CARL VINSON's Foreign Object Damage (FOD) program resulted in a FOD rate of .292 FODs/thousand flight hours, below the COMNAVAIRPAC target rate. Outstanding Support Equipment (SE) readiness of 98.5 percent meant no Air Wing FIFTEEN sorties lost due to SE non-availability. AIMD's Customer Support Environment philosophy resulted in increased organic repair capability of over 75 items and a depot level repairable cost avoidance of approximately \$300,000.00. The significant end result of an outstanding 1989 was completion of the Aviation Maintenance Management Inspection (AMMI) with a numerical grade of 92 percent, the highest grade ever achieved since the inception of the COMNAVAIRPAC AMMI program.

Medical Department. The major objective of the department was to assure quality medical care to all elements of Battle Group CHARLIE. As the Battle Group Medical Officer, the Senior Medical Officer provided medical assist visits, quality assurance visits and the Medical Officer Preceptor Program for the independent duty corpsmen assigned to all ship's in the battle group. Additionally, the Senior Medical Officer acted as the DESRON NINE Medical Officer.

During PACEX '89 (SEP-NOV) the Medical Department evaluated over 4,000 patients, admitted over 100 patients to the ward, and medevaced over 20 patients to medical facilities ashore.

During 1989, the Medical Department participated in the following graded evolutions with the following results.

Command Inspection	Satisfactory
Medical Inpatient Audit	Outstanding
Operational Reactor Safeguard Exam	Average
Advanced Training Assessment	Fully ready for advanced Battle Group operations
Nuclear Technical Proficiency Inspection (PRP included)	Outstanding
Graded Complex	100 percent

The following are average monthly morbidity statistics for 1989.

Outpatient Visits	1,486
Physical Exams	149
X-Rays	351
Electrocardiograms (ECG's)	36
Audiograms	167
Laboratory Tests	3,473
Filled Prescriptions	1,207

Additionally, there were 160 inpatient admissions, and 26 surgical procedures.

Safety Department.

CARL VINSON CY89 MISHAPS

<u>DATE</u>	<u>UNIT</u>	<u>CLASS/TYPE MISHAP/TYPE AIRCRAFT</u>
24JUL89	VF-51	ALFA/F-14A. MP/RIO failed to maintain proper instrument scan in IMC during critical phase of flight causing engine compressor stall. Ejected SAFELY.
02AUG89	VF-111	ALFA/F-14A. Engine fire on catapult launch caused by left rudder actuator fire damage caused combine, flight and emergency flight control backup module hydraulic systems to fail. Ejected SAFELY.
18SEP89	VA-97	CHARLIE/A-7E. Damage to lower side of engine intake and nose gear doors. Failure mode of launch bar actuator cause by launch bar spring assembly to override LH/RH cam pins (S shaped cams) which caused launch bar to fall downward between NLG wheels.

31OCT89 ENG DEPT PERSONNEL MISHAP. In the Pacific, while navigating through 12-foot swells, about 600 miles North of Wake Island (Latitude: 32 degree 37 minutes North, Longitude: 159 degrees 21 minutes East). Three sailors had been on the port aft weatherdeck when they were hit by a severe, unexpected wave, which left only two on deck. A full-scale aerial and surface search covering 2000 square-miles was conducted for 25 hours without results.

Deck Department. 1989 was an extremely productive year for Deck Department. Early in the year the COMNAVAIRPAC Navigation/Seamanship Excellence Award was presented for the 1988 Competitive cycle. With a major Selected Restricted Availability (SRA) in progress at the beginning of the year, Deck Department provided significant support to the ship's force work efforts with a spray paint team for interior spaces. A total of 243 compartments were completely prepared and painted. Additionally, the ship's sides were completely represerved twice during the year. During the Spring and early Summer months, Deck Department participated in numerous inspections and training exercises that included the Type Commander Command Inspection, an Underway Material Inspection by the INSURV Board, Training Readiness Evaluation, Refresher Training, and the Advanced Training Assessment. Deck Department results were Outstanding in all cases. September and October provided the opportunity to demonstrate proficiency in Deck Seamanship Evolutions in cold weather conditions off the Aleutian Islands during PACEX '89. While evading extreme weather in the Western Pacific, storm damage was received to the ship's bow and foc'sle, and to the port motor whale boat. Renewed pride and professionalism was instilled during this period with a complete refurbishment of the foc'sle as a ceremonial location for both the ship and Air Wing, and the institution of Boatswain's Mates piping the word on the ship's IMC. The year culminated with preparations for deployment to WESTPAC. During Calendar Year 89, Deck Department conducted 21 underway replenishments (13 refuelings from oilers, 6 ammunition and stores transfers, delivered fuel to destroyers 2 times). The department additionally maintained a perfect training and readiness rating, and completed all competitive exercises for the year with an average grade of 97.8.

Dental Department. Throughout 1989, the Dental Department significantly improved the state of dental readiness and oral health of ship's company and embarked Air Wing personnel. Additionally, the department provided dental support to personnel attached to the smaller ships of Battle Group CHARLIE during the Refresher Training, Advanced Training Assessment, and the PACEX '89 exercises. A total of 15,457 patient visits were recorded for the year. Treatment rendered included the fabrication and delivery of more than 350 dental prosthesis, the completion of 1420 surgical procedures and the placement of more than 5000 fillings. The dental prosthetics laboratory made its important contribution by compiling more than 1168 procedures. In addition to their dental-related duties, Dental Department personnel were tasked with significant collateral duties for the ship. Duty highlights included: Cruisebook coordinator, 3M/DC spot checkers (2), Boxing team coordinator, Radiation Safety Officer, and Morale, Welfare and Recreation (MWR) Fund Custodian.

The Dental Department also coordinated and staffed a promotional booth at both pre-deployment fairs in order to explain the Dependent Delta Dental Plan to crewmembers and their families. During 1989, the department head, three assistant dental officers, and five dental technicians rotated to new duty stations and were replaced by new personnel. The Dental Department received an overall grade of Outstanding from COMNAVAIRPAC during two Command Inspections and the command 3M Inspection, and was further recognized for leading the best trained Battle Dressing Station by the Force Medical Officer during the Advanced Training Assessment in July 1989.

Air Department. During CY89, V-1 Division (Flight Deck) and V-3 Division (Hangar Bays), respectively performed a total of over 47,000 aircraft moves while suffering only 7 reportable crunches, resulting in an admirable .00015 crunch rate. V-2 Division (Catapults and Arresting Gear) executed over 8000 mishap-free launches and recoveries while maintaining an Aircraft Launch Recovery Equipment (ALRE) availability in excess of 98 percent. Throughout this period, they performed numerous major maintenance evolutions, many of them at sea. Several milestones were reached: The 25,000th launch for Catapult One, the 20,000th for Catapult Two; the 30,000th arrestment was recorded on Engine Three and the 25,000th and 15,000th on Engines Two and Four, respectively. V-4 Division (Fuels) pumped over 11 million gallons of JP-5 to aircraft on board CARL VINSON, demonstrating superb quality control; transferred 200,000 gallons to other ships and received in excess of 9.5 million gallons.

Following an extensive SRA during the first three months of the year, Air Department passed a string of inspections with flying colors. An overall grade of Outstanding was received on the Command Inspection and graded as well Above Average on the Training Readiness Evaluation. Refresher Training was completed with adjective and material reliability grades of 96.55 percent. During INSURV, Air Department was commended for overall material readiness. Advanced Training Assessment resulted in the Air Department being evaluated as Fully Ready for Battle Group Operations. The fuels certification resulted in a blanket recommendation for system certification. Grades for the 3-M Inspection were 99.1 percent Recorded Accomplishment Rate (RAR), 98.3 Accomplishment Confidence Factor (ACF) and 97.4 percent Planned Maintenance System Performance Rate (PPR).

PACEX '89 was the last major operational evolution of the year. The combination of severe weather and intense operational tempo tested every facet of the department. Air Department pulled through and provided a sustained performance level, which received accolades from both Admiral March (COMCARGRU THREE) and the Commanding Officer.

Communications Department. January of 1989 found USS CARL VINSON Communications Department ending their standdown from the 1988 deployment and getting ready to begin a four-month restricted availability next to the pier at NAS Alameda. Following a brief underway period 25 JAN - 2 FEB for Carrier Qualifications, the Communications Department began securing equipment and performing equipment lay-ups in preparation for a three-month restricted availability. Among the many ship alterations accomplished in 1989, Radio received its new KG-84 crypto equipment. The antenna maintenance and repair crew were busy overhauling the ship's antennas with one crew on the ship and the other at San Diego using shore antenna overhaul facilities. The entire department's personnel attended fire fighting school the first and second quarter of the year. Following completion of a successful SRA, the

Communications Department made one giant step up in office automation with the acquisition of two Z-248 desk top computer systems. In early June, CARL VINSON transited to San Diego to participate in Refresher Training (12-16 JUN), with Communications Department scoring 99.33 percent on competitive exercises and an overall of 90.75 percent. Upon return from Refresher Training, the ship received a Command Inspection (19-23 JUN) which again produced satisfactory results. The Communications Department charged into Advanced Training Assessment (ATA) (17-25 AUG). As a result of good training and preparation, the Communications Department scored 97 percent.

The weeks preceding PACEX '89 were spent installing the new International Maritime Satellite (INMARSAT) System equipment, switchboard and telephones, as well as classroom training in its use and maintenance. The INMARSAT System proved to be an invaluable asset to the ship and a considerable addition to the Communications Department's mission in the following months. From 5 September to 22 October, the ship participated in the largest exercise in the Pacific since World War II with three carrier battle groups combined to form one battle force. The communications planning and implementation was a major task that required all communicators efforts. This exercise was literally planned to stress communication assets to the limits and beyond. Frequency jamming, Satellite denial and circuit outage were continuous problems to be faced by the radioman. The Signalmen braved severe weather conditions off the Alaskan coast and Aleutian Islands performing their jobs. Severe weather and sea states caused by tropical storms present in the North Pacific created unusual high sea conditions. The two forward 16-foot truss whip High Frequency (HF) antennas were lost at sea due to the storms.

Returning to Alameda in November, Communications Department began preparations for the upcoming WESTPAC deployment. The Communications Department ended the year by successfully completing the first secure facsimile transmission of data using STU-III and existing telephone system assets from a U. S. Navy ship.

1989 MESSAGE TOTALS

MONTH	CUDIXS		HIGH FREQUENCY		BCST RECEIVED	MONTHLY SENT	TOTAL
	SENT	RECEIVED	SENT	RECEIVED			
JAN	1,059	6,517	148	661	9,545	1,207	17,930
FEB	461	1,719	840	3,821	1,907	1,301	8,748
MAR	-----	-----	1,819	10,859	-----	1,819	12,678
APR	402	2,682	1,189	7,159	3,990	1,591	15,422
MAY	1,148	4,722	970	3,579	7,294	2,118	17,713
JUN	1,655	8,102	1,403	9,203	16,481	3,058	36,844
JUL	2,261	13,412	2,361	16,699	25,177	4,622	59,910
AUG	1,261	12,819	1,801	8,245	11,576	3,062	35,702
SEP	3,890	28,819	162	1,931	8,512	4,052	43,314
OCT	3,651	20,078	692	898	9,300	4,343	34,619
NOV	876	7,116	469	1,396	10,559	1,345	20,416
DEC	1,181	5,902	287	384	10,250	1,468	18,004

Legal Department. The mission of the Legal Department, during 1989, was to advise and assist the Commanding Officer and Executive Officer in the interpretation and application of the Uniform Code of Military Justice and

other military laws and regulations; to maintain good order and discipline throughout the command; and to ensure prompt, fair administration of military justice. Consisting of three divisions (L-1, Legal Office; L-2, the Ship's Master-at-Arms Force; and L-3, the Ship's Brig), the Legal Department has 16 full-time enlisted personnel, two full-time attorneys (one was relieved in August by an LDO Discipline Officer), and 27 TAD personnel from ship's company assigned to L-2 and 13 assigned to L-3. During 1989, L-1 Division processed 56 Special Courts-Martial, 22 Summary Courts-Martial, 65 administrative discharges, and approximately 1200 report chits resulting in approximately 600 actual non-judicial punishment cases. In addition, L-1 Division handled numerous personnel claims, provided extensive legal assistance to the crew concerning a variety of civil and military matters, administered the Liberty Risk program, acted as a liaison to civilian law enforcement agencies, and coordinated Customs clearance upon return from PACEX '89. The MAA's maintained shipboard patrols, ensured security on board the ship during numerous evolutions (including pay days, UNREPS, safe debarkation of liberty parties, and active ship wide crime prevention program, etc.), processed as many as 1300 urinalysis samples per month, conducted investigations, provided crowd control, and totally controlled procurement/distribution of linens to Air Wing enlisted personnel. The Brig provides pre-trial confinement, post-trial confinement up to 30 days, and confinement for three days bread and water whenever the ship is at sea or deployed. During inport periods in Alameda, the Brig is normally closed and all confinement is directed to the Naval Brig at Treasure Island. The Brig is capable of handling up to 17 prisoners at one time: one each in its two one-man cells and 15 in the dormitory.

Training Department. The Training Department is a small group of individuals with diverse backgrounds providing several quality services for the Battlestar. The department is divided into five divisions.

The Training Administration Division issued over 1500 TAD orders, and over 350 no-cost House Hunting orders in preparation for the ship's change of homeport to Bremerton, WA next year.

The Command Career Counselor division has been going non-stop helping Battlestar shipmates plan their careers and negotiate orders. As a result the ship was runner-up for the Fiscal Year '89 Command Golden Anchor Award.

The Substance Abuse Division with the Counseling and Assistance Center (CAAC) and Drug and Alcohol Program Advisor (DAPA) have established an effective program to increase counseling, education and treatment programs. They coordinated the successful completion of Navy Alcohol Drug Safety Awareness Program (NADSAP) for 783 personnel, Alcohol and Drug Awareness Management Seminar (ADAMS) for 90 personnel, CAAC screening for 229 personnel, CAAC Level II counseling for 98 personnel and CAAC Level III treatment for 84 personnel.

The Familiarization and Indoctrination (FAM & I) Division runs one or two classes every month for newly reporting E-4 and below personnel. They conducted FAM & I for 358 personnel and allowed for their smooth integration into the Battlestar.

The Human Resources and Command Managed Equal Opportunity (CMEO) Division is responsible for the Navy Rights and Responsibilities workshop in every FAM & I class as well as an 82 percent completion rate for all the CPOs and Officers on board.

Weapons Department.

1989 Weapons Department Evolutions

<u>DATE</u>	<u>EVOLUTION</u>
05JAN	WEAPONS OFF-LOAD (SMALL ARMS)
09JAN	AVIATION WEAPONS SUPPORT EQUIPMENT (AWSEP) OFF-LOAD
27-29JAN	PHYSICAL SECURITY TRAINING
06FEB	.45/SHOTGUN QUALS AT NAS ALAMEDA
27MAR	PHYSICAL SECURITY COUNCIL MEETING
27APR	AMMO ON-LOAD
27-29APR	AVIATION WEAPONS SUPPORT EQUIPMENT (AWSEP) ON-LOAD
29-30APR	CVW-15 ON-LOAD
01MAY	COMMENCE MAGAZINE SPRINKLER SYSTEM FLUSH AND OP TEST
02MAY	MANEUVERING .50 CAL GUNSHOOT
05MAY	MAGAZINE SPRINKLER TEST COMPLETED
	CVW-15 OFF-LOAD
09MAY	WEAPONS ON-LOAD FROM NAS ALAMEDA
09-11MAY	CVW-15 ON-LOAD
12-13MAY	CONREP/VERTREP USS MAUNA KEA (AMMO ON-LOAD)
14MAY	MAGAZINE SPRINKLER TEST IN CLOSE-IN WEAPONS SYSTEM MOUNT NUMBER TWO (02-44-10-M)
15MAY	MANEUVERING .50 CAL GUNSHOOT MAGAZINE SPRINKLER TEST FORE/AFT "W" DIVISION
	M-14 QUALS ON EL-4
20MAY	EXTERNAL SECURITY WATCHES SET WHILE ANCHORED CORONADO ROADS
21MAY	NAVY TECHNICAL PROFICIENCY INSPECTION, GRADED OUTSTANDING
22-24MAY	NAVY TECHNICAL PROFICIENCY INSPECTION, GRADED OUTSTANDING
23MAY	MANEUVERING .50 CAL GUNSHOOT
24MAY	MANEUVERING .50 CAL GUNSHOOT
25MAY	MANEUVERING .50 CAL GUNSHOOT CONDITION III MOUNT WATCHES SET
27MAY	CVW-15 OFF-LOAD
07JUN	COMMAND INSPECTION FOR WEAPONS--GRADED OUTSTANDING
09JUN	AMMO ON-LOAD FROM NAS ALAMEDA
09JUN-02JUL	WEAPONS DET TO NAS FALLON NV IN SUPPORT OF CVW-15
11JUN	MAGAZINE SPRINKLER SYSTEM TEST FOR INSURV
27-30JUN	SAFETY STANDDOWN
30JUN	MEMORIAL SERVICES FOR WT1 MADISON
21JUL	COMCARGRU THREE ON-LOAD
22-24JUL	CVW-15 ON-LOAD
26-27JUL	MAGAZINE SPRINKLER SYSTEM TEST
27-29JUL	PHYSICAL SECURITY TRAINING
02AUG	PHYSICAL SECURITY TRAINING
04-09AUG	PHYSICAL SECURITY TRAINING
06AUG	MANEUVERING .50 CAL GUNSHOOT/.45 CAL GUNSHOOT
10-13AUG	MINE READINESS CERTIFICATION INSPECTION (MRCI) - GRADED OUTSTANDING
13AUG	PHYSICAL SECURITY TRAINING
17AUG	CVW-15 OFF-LOAD
25AUG	COMCARGRU THREE ON-LOAD
28AUG	WEAPONS DEPT ARMS RESPONSE TEAM FOR DISBURSING ON-LOAD
02-04SEP	CVW-15 ON-LOAD
08SEP	MAGAZINE SPRINKLER FLUSH IN 54 TRUNK (7-25-0-M)
10-11SEP	MAGAZINE SPRINKLER TEST FWD & AFT MESSDECKS

<u>DATE</u>	<u>EVOLUTION</u>
11SEP	MAGAZINE SPRINKLER FLUSH 64 TRUNK AND 2-64 FWD MESSDECKS
13SEP	MAGAZINE SPRINKLER FLUSH 74 AND 84 TRUNKS
16-17SEP	THREATCON BRAVO SET FOR MARDEZEX FOR EOD ORANGE TEAM SIMULATED ATTACK
19SEP	G-3 BOMB BUILD
26SEP	.45/.50 CAL GUNSHOOT G-3 BOMB BUILD
09OCT	SPRINKLER SYSTEM TEST IN 54 TRUNK
10OCT	SPRINKLER SYSTEM TEST IN 64 TRUNK
11OCT	SPRINKLER SYSTEM TEST IN 74 TRUNK
11-13OCT	G-3 BOMB BUILD
15OCT	G-2 SALUTING BATTERY TEST FIRE
16OCT	SPRINKLER SYSTEMS TEST IN 84 TRUNK
17OCT	SPRINKLER SYSTEMS TEST IN 128 TRUNK
18OCT	SPRINKLER SYSTEMS TEST IN 138 TRUNK G-3 BOMB BUILD
25OCT	G-3 MISSILE BREAKOUT
27OCT	SPRINKLER TEST
29OCT	G-4 US #2 WIRE REPLACEMENT, WEIGHT TEST SAT
02NOV	G-2 12 GAUGE GUNSHOOT
03NOV	G-3 BOMB BUILD
04NOV	G-2 SPRINKLER SYSTEM TEST
06NOV	SPRINKLER SYSTEM TEST
07NOV	CVW-15/ENGINE/FIN OFF-LOAD IN SAN DIEGO
21-22NOV	NAVY-WIDE SAFETY STANDDOWN
30NOV	WEAPONS ON-LOAD
04-09DEC	COMMAND 3-M INSPECTION
10-15DEC	G-2 SPRINKLER SYSTEM TEST

Administrative Department.

Other Significant Accomplishments:

- CARL VINSON's newspaper, The Eagle, was selected as First Place Winner in the 1989 CHINFO Merit Awards competition in the Authorized Photocopied, Multi-lith or Mimeo Newspapers category.
- CARL VINSON was the CV/CVN Pacific Fleet Runner-up for the Golden Anchor Award for FY89, winner of the Silver Anchor Award.
- CARL VINSON was Pacific Fleet nominee for the FY89 Secretary of Defense Maintenance Award for Large Command Category.
- CARL VINSON was the COMNAVAIRPAC recipient for the 1989 Dorrie P. Miller Award recognized for the best Wardroom Service in the Pacific Fleet.
- CARL VINSON was the COMNAVAIRPAC recipient of the Food Service Excellence Award for 1989.

1989 RETENTION STATISTICS

USS CARL VINSON has an aggressive, well-trained and well organized Retention Team. Ensuring training levels within the command remain at the highest level, a monthly Career Information & Counseling Program for all Department and Divisional Career Counselors was held on board. The command has 18 Department Career Counselors and 112 Division Career Counselors. This provides one counselor for every 26 men.

	<u>Eligible</u>	<u>Ineligible</u>	<u>Reenlisted</u>	<u>Gross %</u>	<u>Ineligible</u>
First Term	744	75	253	31%	34%
Second Term	80	14	44	47%	55%
Career	<u>101</u>	<u>03</u>	<u>87</u>	<u>84%</u>	<u>86%</u>
Total	925	92	384	38%	42%

1989 DISTINGUISHED VISITORS AT SEA

- 05 SEP Mr. Mervin La Faille and Mr. Neil McDaniel.
- 07-08 SEP Mr. John McCleod, Mr. Bruce Boweres, Mr. Mark Baldwin, Mr. John Mackin, Mr. Robert Ruggles and Deputy Chief Frank Reed.
- 10-11 SEP Mr. Bud Scollin.
- 13 SEP Mr. Jim Pyle, Mr. Ken Powell and Mr. Andrew Krick.
- 14 SEP Mr. Al Cremolini, Mr. Kent Cremolini, Mr. Guido Perotti and Mr. David Dillon.
- 27 SEP Admiral David E. Jeremiah, Commander-in-Chief, U.S. Pacific Fleet and two members of his staff (Captain Robert J. Natter, USN, (Executive Assistant) and Captain James W. Orvis, USN, (Current Operations)) on board for an overnight visit and briefings.
- 29 SEP Nine (9) guests of the Secretary of the Navy and six (6) escorts/photographers on board for a day and remained overnight (ROTN) orientation visit.
- 10 OCT Japanese DVs - Mr. Ichiro Masuoka, Mr. Hiroyuki Agawa, Mr. Akio Morita, Mr. Shizuo Tsuji and Mr. Hidemi Nagao were hosted by COMCARGRU THREE for tour and luncheon.
- 11 OCT Japanese DVs - Mr. Masafumi Wakinaga, Mr. Masaharu Okamoto, Mr. Kazunark Tanaka, Mr. Yasuharu Ogawa, Mr. Chiharu Tsuruoka, Mr. Tomizawa Kamagawa, Mr. Tom Cynkin, Mr. Mutsuhiko Hamada, Mr. Mark Minton, Mr. David Straub, Mr. Susumu Tamaki, Mr. Kazutaka Miyata and LCDR [REDACTED], USNR (CNFJ escort).
- 12 OCT Japanese DVs - Mr. Katsusuke Nakamura, Mr. Mitsuo Oishi, Mr. Hisaharu Kotoh, Mr. Yasuo Sugawara, Mr. Seijro Sawayama, Mr. Taro Nakamura, Mr. Shoichi Ishimaru, Mr. Tadaomi Kunisaki, Mr. Norio Tomonaga, Mr. Masato Kondoh, Mr. Takahiro Momozu, Mr. Bungetsu Tomonaga and AMCONSUL escorts Mr. Alec Wilczynski and Mr. Yasuhisa Sakagani.
- 18 OCT Korean DVs - Major General B. K. Park, Brigadier General Y. O. Park, Brigadier General Y. H. Na, Brigadier General I. K. Bae, Brigadier General C. W. Kim, Captain Benat Gabrielsson, Colonel Markus Niklaus, Lieutenant Colonel [REDACTED], and Lieutenant [REDACTED], USN (escort/interpreter).
- 20 OCT Korean DVs - BGEN O. S. Yi, COL Oh Kwang Sook, Mr. Yoo Ki Won, Mr. Kim Chi Eun, Mr. Pat Brown, Mr. Lee Su Sung, CAPT Lee Chong Kil, Mr. Kang Shin Su, Mr. Merle Avis, Mr. Samuel Park, Mr. Park Il Nam, Mr. Shin Il Hyun, and LT [REDACTED] (escort/interpreter).

23 OCT

Distinguished visitor lunch/tour inport Pusan, Korea. Lieutenant General Sang-Ho Kim, Commander, Republic of Korea Army Logistics Command; Rear Admiral Man-Chung Kim, Commander Third Fleet Command, Republic of Korea Navy; Mr. Bu-Chan Park, Vice Mayor of Pusan; Colonel Ho Huh, Commander, 612th Defense Security Unit, Pusan; Mr. Calvin White, Customs Attache, Amembassy; Mr. Sudheer Chand, Manager Amtech Corp.; Brigadier General Robert J. Jellison, U.S. Army, Commanding General, 19th Support Command; Colonel Willie Frazier, U.S. Army, Commander, 34th Support Group; CAPT William C. Fox, Commander, Fleet Activities, Chinhae; CAPT Lawrence E. Eddingfield, Commanding Officer, USS ANTIETEM (CG-54) and Lieutenant Colonel Raymond Gunterman, U.S. Air Force, Commander, Detachment 28, Kimhae.

11-15 DEC

17 guests of the Commanding Officer and seven Apple Computer Executives as guests of COMCARGRU THREE on board for overnight stays.

1989 DISTINGUISHED VISITORS, TOURS AND SPECIAL EVENTS INPORT

06 MAY 11 foreign students

07 MAY Cub Scout Pack 175 (14), Santa Clara Navy League (40), M. Gefell (3), CDR [REDACTED] (3) and P./ Gaa1 (8)

09 MAY Yerba Buena High School (100)

10 MAY U.S./Foreign Naval Attaches (45)

03 JUN NJROTC (100), Boy Scout Troop 111 (30) and R. Salon (45)

04 JUN Menlo Lyceum (100)

06 JUN Chadborne Elementary School (50)

17 JUN Contra Costa Navy League (80), Cub Scout Troop 906 (25)

24 JUN Golden Bears (50), CAPT Sowles (40), American Academy of Achievement (700)

01 JUL C. Holmes (5), LT [REDACTED] (50), G. Eastham (20)

02 JUL Campfire Girls (33)

06 JUL YWCA (55)

08 JUL Oakland Navy League (60), Royal Rangers (35)

09 JUL Cub Scouts (40), LT [REDACTED] (30)

11 JUL NAVTRADET Moffett (36)

15 JUL C. Holmes (20), Little Children's Aid (5), LT [REDACTED] (25), Dr. Koenig (5)

16 JUL MAJ [REDACTED] (20)

19 JUL CAPT Kilpatrick (12)

22 JUL Cub Scouts (30)

27 JUL Six San Francisco CEO's on board for overnight visits.

28 JUL Mr. Robert Michaan

29 JUL Dr. Robert Marks

02 AUG Mr. Richard Goff and RADM Donald Fraser

03 AUG Mayor Chuck Corica

04 AUG Mr. Jack McLeod

07 AUG Mr. John Lynch, Mr. Elmer Haskin and Mr. Ray Thompson
08 AUG Mr. Hans Lewald
09 AUG Dr. Fred Grimes and Dr. Karlene Roberts
10 AUG Mr. Jim Lucius and Mr. Paul Hazerlrig
11 AUG Mr. Jack Haugen, COL Phillip George, COL Richard George and Mr. Robert Haugen
25 AUG 323 FTW (25), DBYC (60)
26 AUG San Francisco Navy League (100), Stockton Navy League (100) and C. Gold (30)
27 AUG W. Amore (50) and CAPT Webb (30)
17 NOV Navy Command College (75)
25 NOV LT [REDACTED] (50), Mr. Greg Pagan, Ms. Laurie Pagan, Mr. David Weiss and Ms. Louise Weiss
29 NOV UC Berkeley (45) and La Mission Presbyteriana of San Francisco (10)
02 DEC EMI [REDACTED] and Webelos (11), and Mrs. Vasarhely (4)
05 DEC Cathy Frost and Cub Scout Pack 303 Webelos
08 DEC Mr. Charles J. Burnett and Mr. Robert C. Whitten
17 DEC Mr. John Allman and Troop 339 (50)
22 DEC CAPT John Murray (3)
23 DEC Youth Group Oakland Four Square Church (15)
26 DEC NAS Alameda Youth Center (20)
27 DEC NAS Alameda Youth Center (20)
28 DEC NAS Alameda Youth Center (20)