



Rec'd 3/8/93  
DEPARTMENT OF THE NAVY

USS CARL VINSON (CVN-70)  
FLEET POST OFFICE AP  
96629-2840

5750

Ser PAO/ 0130

FEB 26 1993

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

Subj: 1992 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

- Encl:
- (1) Ship's Mission and Organizational Structure
  - (2) Historical Narrative
  - (3) Ship's Chronology
  - (4) Significant Departmental Achievements
  - (5) Commanding Officer's Biography and Photograph
  - (6) 1992 Press Releases

1. Per reference (a), enclosures (1) through (6) are forwarded.

  
J.S. Payne

## SHIP'S MISSION AND ORGANIZATIONAL STRUCTURE

USS CARL VINSON is one of the most modern and formidable fighting vessels in the world. The latest in technology plus the skills and stamina of the American sailor are combined on board 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.

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 includes 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 plants allow CARL VINSON to travel for extended periods in excess of 30 knots without the need to replenish propulsion fuel unlike the conventional aircraft carrier.

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

USS CARL VINSON's immediate senior commander is:

- a. Administrative      Commander, Naval Air Forces, U.S.  
Pacific Fleet, VADM Kohn, USN.
- b. Operational        Commander, Cruiser Destroyer Group THREE,  
RADM Fitzgerald, USN.

**SHIP'S ORGANIZATIONAL STRUCTURE**

<u>Commanding Officer</u>	CAPT Doyle J. Borchers II (Jan-Mar) CAPT John S. Payne, (Mar-Dec)
<u>Executive Officer</u>	CAPT Gregory C. Brown (Jan-Jun) CAPT Robert F. Willard (Jun-Dec)
<u>Command Master Chief</u>	JOCM Milton Harris (Jan-Mar) OSCM Richard J. Sheridan (Mar-Dec)
<u>Admin Officer</u>	LCDR [REDACTED]
<u>AIMD Officer</u>	CDR [REDACTED] (Jan-Jun) CDR [REDACTED] (Jul-Dec)
<u>Air Boss</u>	CDR [REDACTED]
<u>Command Chaplain</u>	CAPT Bernard Frankel (Jan-Jul) CDR [REDACTED] (Aug-Dec)
<u>Comm Officer</u>	LT [REDACTED]
<u>First Lieutenant</u>	LCDR [REDACTED]
<u>Dental Officer</u>	CDR [REDACTED]
<u>Chief Engineer</u>	CDR [REDACTED]
<u>Legal Officer</u>	LCDR [REDACTED] (Jan-Jul) LCDR [REDACTED] (Aug-Dec)
<u>Marine Det. CO</u>	CAPT [REDACTED] [REDACTED] [REDACTED]
<u>Senior Medical Officer</u>	CAPT Fitzgerald H. Jenkins
<u>Navigation Officer</u>	CDR [REDACTED]
<u>Operations Officer</u>	CAPT Michael D. Shutt
<u>Public Affairs Officer</u>	LT [REDACTED] (Jan-Aug) LT [REDACTED] (Aug-Dec)
<u>Reactor Officer</u>	CDR [REDACTED]
<u>Safety Officer</u>	CDR [REDACTED]
<u>Supply Officer</u>	CAPT (SEL) David Lindsay (Jan-Jun) CDR [REDACTED] (July-Dec)
<u>Training Officer</u>	LCDR [REDACTED] (Jan-Jun) LCDR [REDACTED] (Jul-Aug)
<u>Weapons Officer</u>	CDR [REDACTED]

## HISTORICAL NARRATIVE

USS CARL VINSON spent 1992 in complex overhaul moored to Pier 3 in the Puget Sound Naval Shipyard, Bremerton, Washington. Significant progress was made in completing the majority of the work remaining in overhaul and preparing the ship and crew for sea.

Quarterly progress review conferences were conducted by Puget Sound Naval Shipyard for USS CARL VINSON and Commander, Naval Air Forces, U.S. Pacific Fleet at the ends of January, April, July and October.

Major inspections conducted this year included the CINCPACFLT Post Overhaul Reactor Safeguards Exam (PORSE) from 20-23 OCT and the COMNAVAIRPAC Crew Certification (Phase I) on 8 DEC. The command received an overall grade of "average" in PORSE, which is unusual for an aircraft carrier in overhaul and speaks highly of the outstanding progress made during overhaul. The command also received an overall grade of "outstanding" on December's crew certification visit.

The command began with 164 officers and 2,633 enlisted personnel assigned. By December 31, a total of 178 officers and 2,761 enlisted were assigned.

The ship's homeport assignment of Alameda, Calif. became official on September 26. This date was put out six months in advance to allow family time to relocate from the Bremerton to Alameda area in expectation of the end of overhaul.

During the year, the command received the Fiscal Year of 1992 Secretary of the Navy's Environmental Quality Award (Large Ship Category) and the Silver Anchor Award.

Captain Doyle J. Borchers II served as commanding officer until his change of command on March 28, 1992, when he was relieved by Captain John S. Payne.

Captain Gregory C. Brown served as executive officer until he was relieved by Captain Robert F. Willard on June 5, 1992.

CARL VINSON CHRONOLOGY

JAN 31 QUARTERLY PROGRESS REPORT CONDUCTED  
VICE ADMIRAL EDWIN R. KOHN JR., COMMANDER, NAVAL  
AIR FORCES, PACIFIC FLEET ARRIVED

FEB 18 MOVEMENT OF PERSONNEL, EQUIPMENT AND OFFICES FROM  
EX-USNS GAFFEY TO USS CARL VINSON BEGINS

MAR 1 WARDROOM AND MESS DECKS OPENED

MAR 28 CHANGE OF COMMAND. CAPT JOHN S. PAYNE RELIEVED  
CAPT DOYLE J. BORCHERS II AS COMMANDING OFFICER

APR 31 QUARTERLY PROGRESS REPORT  
COMNAVAIRPAC, VADM KOHN ARRIVED

JUN 5 CAPT ROBERT F. WILLARD RELIEVED CAPT GREGORY C.  
BROWN AS EXECUTIVE OFFICER

JUL 15 CHIEF'S MESS OPENED

JUL 16 COMMAND PICNIC

JUL 31 QUARTERLY PROGRESS REPORT CONDUCTED  
COMNAVAIRPAC, VADM KOHN ARRIVED

AUG 1 CHANGE OF OVERHAUL COMMANDER FROM COMMANDER,  
CARRIER GROUP THREE TO COMMANDER, CRUISER  
DESTROYER GROUP THREE

AUG 1 MARINE DETACHMENT ACTIVATED

AUG 15-20 CREW-WIDE SEXUAL HARASSMENT AWARENESS TRAINING

AUG 21 RECEIVED THE PACIFIC FLEET "BEST SALES AND  
SERVICE" AWARD (LARGE SHIP CATEGORY)

SEP 1 SHIP'S ARMORY ACTIVATED AND MANNED

SEP 22 RECEIVED FISCAL YEAR 1992 SECRETARY OF THE NAVY  
ENVIRONMENTAL QUALITY AWARD (LARGE SHIP  
CATEGORY) FROM ASSISTANT SECRETARY OF THE NAVY  
(INSTALLATIONS AND ENVIRONMENT), JACQUELINE E.  
SCHAFFER.

SEP 26 ADMINISTRATIVE HOMEPORT ASSIGNMENT CHANGE FROM  
BREMERTON, WA TO ALAMEDA, CA

OCT 10 CARL VINSON BATTLE GROUP EXECUTIVE STEERING COMMITTEE MEETING WAS HELD TO DISCUSS THE INTEGRATION OF TOTAL QUALITY LEADERSHIP IN THE BATTLE GROUP.  
COMMANDER, CRUISER-DESTROYER GROUP THREE, REAR ADMIRAL JAMES R. FITZGERALD ARRIVED

OCT 16 RECEIVED COMNAVAIRPAC SILVER ANCHOR AWARD (SPECIAL CATEGORY I)

OCT 20-23 POST OVERHAUL REACTOR SAFEGUARDS EXAM (PORSE)

OCT 23 NEW NON-SKID WAS APPLIED TO FLIGHT DECK

OCT 31 QUARTERLY PROGRESS REPORT CONDUCTED  
COMNAVAIRPAC, VADM KOHN ARRIVED

NOV 20 DEPUTY COMMANDER, SURFACE COMBATANTS, NAVAL SEA SYSTEMS COMMAND, REAR ADMIRAL ROBERT E. TRAISTER ARRIVED

NOV 25 MARINE DETACHMENT ASSUMES SHIP'S SECURITY MISSION TO INCLUDE BROW SECURITY AND RESPONSE FORCES.

NOV 26 THANKSGIVING DINNER FOR THE CREW AND THEIR FAMILIES HELD ON BOARD.

DEC 4 COMMAND HOSTED THE BREMERTON CHILDREN'S CHRISTMAS PARTY

DEC 08 CREW CERTIFICATION (PHASE I)

DEC 14 CARL VINSON BATTLE GROUP STEERING COMMITTEE MEETING WAS HELD TO DISCUSS THE INTEGRATION OF TOTAL QUALITY LEADERSHIP IN THE BATTLE GROUP  
COMCRUDESGRU THREE, RADM FITZGERALD ARRIVED  
DOCK TRIALS

DEC 17 ANNUAL CHRISTMAS PARTY AT NAVAL SUBMARINE BASE BANGOR

DEC 20 ALAMEDA DETACHMENT CHILDREN'S CHRISTMAS PARTY

DEC 25 CHRISTMAS DINNER HELD FOR THE CREW AND THEIR FAMILIES ON BOARD

## SIGNIFICANT DEPARTMENTAL ACHIEVEMENTS

### AIMD DEPARTMENT

#### IM-1 DIVISION

Moved the Technical Publications Library from Alameda to Bremerton and re-established the technical library functions on board.

#### PRODUCTION DIVISION

Tracked to completion 23 ship alterations which consisted of 414 key operations in support of the new mix of tactical aircraft in CVW-14.

#### IM-2 DIVISION

Installed modifications to engine test cell:

- SEC 4735 to compensate for fuel surge from the F-110 engine
- SEC 4724 improved holdback fitting
- Installed F-110 and F-404 test cell adapters
- Received/inventoried new IMRL equipment required for support of F-110, F-404 and T-700 engines

Installed Servocylinder Test Station (STS) in support of F/A-18 flight control systems.

Set up Composite Repair Work Center to support F/A-18, F-14 and A-6 composite structures

#### IM-3 DIVISION

IM-3 Division was involved with comprehensive test bench verification and certification in preparing to support the newest mix of tactical aircraft in the fleet (F-14D, F/A-18 block 14, S-3B, A-6E SWIP, E-2C and SH-60F). This immense undertaking involved a work force of several civilian contractors, Naval Aviation Engineering Service Unit (NAESU) Technical Representatives, Naval Aviation Depot Level experts and shipboard technicians with logistic support from around the country. The following upgraded Automatic Test Equipment requirements were installed:

- CNI configuration of Consolidated Automated Support System (CASS)

- AN/USM 636A (first in the fleet for an afloat AIMD)
- 3rd TSG for RADCOR AN/USM-467
- AN/APM-373 Test Set upgrade to AN/APM-457
- F-14D FAST Station
- Intermediate Avionics Test Set (IATS) AN/ASM-686
- Radar Systems Test Set (RSTS) AN/APM-446
- Two (2) Avionics Test Set (ATS) AN/USM-470(V)1
- Electro Optic Test Set (EOTS) AN/USM-629
- Second Inertial Measuring Unit Test Set (IMUTS)  
TS-3846/ASM-608(V)
- Three (3) Hybrid Test System (HTS) AN/USM-484

The division garnered a seventh consecutive "Outstanding Activity Award" for attaining the lowest calibration overdue rates in the fleet.

The division supported the local community by actively participating in the Adopt-A-Highway Litter Control Program. This joint project with the Washington State Department of Transportation strengthened the bond between the community and USS CARL VINSON.

#### IM-4 DIVISION

For the first half of 1992, IM-4 Division was responsible for the ship's transportation efforts. This included:

- All flight scheduling with NALO
- Operation and maintenance of 28 ground vehicles
- Shuttle service to and from parking areas
- Coordinated the movement of 17 truckloads of recently overhauled support equipment from Alameda to Bremerton.

Additionally, IM-4 Division re-instituted five production work centers. They accomplished the following:

- In May, twelve personnel provided maintenance support for 78 items of support equipment during Operation Roving Sands in Roswell, NM.

- Completed over 1300 items of preventative maintenance, including NDI and load testing.
- Repaired 400 items of support equipment.

### AIR DEPARTMENT

The primary objective of the Air Department during 1992 was to safely ensure the quality overhaul of all equipment associated with flight operations and crew berthing facilities. 2,270 keyops and over 80,000 man-hours of maintenance and space rehabilitation work were completed by departmental personnel. Finishing work on twenty-two shipalts supporting upgrades to catapults and arresting gear, jet blast deflector's, Ilarts, fresnel lens, ICCS, JP-5, flight deck, island and primary flight control systems were also accomplished.

The largest project of the overhaul was completed as the flight deck and hangar bay were totally recovered with non-skid coating material.

The Air Department continued its pleasant relationship with the City of Poulsbo, Washington supporting their community by participating in charity, recreation and service events which included: Yacht Club Log Race, two blood drives, "Viking Fest", "Feast on the Fjord", "October Fest", Rotary Club Car Rally, major repairs to an elementary school playground and installation of Christmas holiday decorations at a shopping center. Numerous Air Department sailors donated their talent to local community schools and fire and police departments.

34 Department personnel were advanced to the next higher pay grades and 19 sailors received individual awards recognizing sustained superior performance of their duties in the form of Navy Commendation and Navy Achievement Medals.

Experiencing a personnel turnover rate of nearly 90% while in the shipyard, the department focused on building a nucleus of experience in each division by participating in at-sea training aboard USS Nimitz, USS Kitty Hawk, USS Ranger, USS Constellation, and USS Abraham Lincoln whenever the opportunity arose. This "hands-on" training complemented various school house formal training which permitted the department to attain crew certification objectives.

### CHAPLAIN DEPARTMENT

The Chaplain Department, manned by 3 Chaplains, 3 Religious Program Specialists and four Airmen, experienced a great turnover with regard to work spaces and staff. In March, the office moved from the EX-USNS GAFFEY to the renovated spaces on the carrier. The hardback library, crew's lounge and Chapel became fully

operational. The Command Chaplain, Captain Bernard Frankel retired 1 August and was relieved by CDR [REDACTED].

The Chaplain Department took advantage of many opportunities to minister with special projects this year. In addition to the regular worship services, special observances, deck plate ministry, professional training, and counseling sessions, the Chaplain Department provided the following:

- Coordinated and facilitated the Change of Homeport Seminar for crew members and their families.
- Organized and implemented Community Relations Project at Pacific Beach, WA., providing over 200 work hours in remodeling rooms at the Naval Fleet Recreation Center.
- Collected \$1400 to help Hurricane Andrew victims.
- Provided Suicide Prevention training to the Wardroom. The training included a viewing of a suicide prevention video, lecture with discussion, and distribution of a Supervisor's Guide to Suicide Prevention brochure.
- Planned, organized, and facilitated Family Day aboard CARL VINSON for Thanksgiving and Christmas. These events were great morale boosters resulting in the participation of over 500 crew members and their families enjoying dinner on board.
- Conducted a Single Parent workshop, heightening the departmental awareness of special needs of some Vinson sailors while deployed.
- Conducted a "Stress Fest", concentrating on the causes of stress and provided tools to manage it. The fest included the Commanding Officer's 1MC address to the crew concerning stress issues associated with COH ending, the change of homeport, and operational readiness; an all hands viewing of a "Signs of Stress" video; a one hour counseling technique training workshop for all E-7 and above; and the distribution of a "Guide to Stress Management" pamphlet.
- Processed 364 Red Cross messages, and 46 Navy/Marine Corps Relief Society cases totaling over \$27,000.

#### **COMMUNICATIONS DEPARTMENT**

Communications Department made the transition from over-the-counter message service to a fully operational radio shack. Highlights for 1992 included activation of the communications guard/visual watch, resumption of CMS operation, and the

completion of a number of shipalts. Specifics include:

MILESTONES:

- Activated CMS account and completed load out of cryptology equipment.
- Nine Radiomen sent TAD in support of Exercise Roving Sands.
- Completed overhaul and installation of 56 antennae.
- Activated communication guard.

SHIPALTS:

Following SHIPALTS were installed/completed during 1992:

- 7848K: UGC-143 NAVY STANDARD TELETYPE, R2368 LF,MF HF Receiver upgrade and installation of SB-4034 Patch Panel.
- 5197K: SA-2112 SINGLE AUDIO SYSTEM
- 7686K: CARTS INSTALL
- 5081/4364K: Increased number of KY-58'S and removal of KY-75'S.
- 7881D: CD-1 Single Audio System Remote Controller.
- 7801K: Replacement of hydraulic tilt mechanisms

INSPECTIONS:

- PQS/TRAINING ASSIST: Grade - Excellent.
- 3M: Grade - Satisfactory.
- CREW CERTIFICATION - Grade - Outstanding.

DECK DEPARTMENT

Deck Department found that 1992 brought not only an overhaul of equipment and spaces, but personnel and policy. The department, which had formerly been one division, split into three interrelated divisions and one paint team.

First Division took charge of the ship's anchors, the port motor whale boat, the installation and PMS of the ship's 252 MK-6 life rafts, the rehabilitation of two airwing berthing compartments, and completing the restoration of the foc'sle as the ceremonial centerpiece of the Carl Vinson.

Second division was responsible for the overhaul of the underway replenishment rig, the starboard accommodation ladder, and the ship's 390 kapok life jackets, as well as maintaining the appearance of the ship's quarterdeck.

Cognizance of the fantail, the incinerators, the boat and airplane crane, and the ship's boats fell to third division, who proudly represented the Golden Eagle with the Captain's Gig in the Seattle Seafair as well the Bremerton Yacht Club's Special People's Cruise.

Finally, the paint team proved to be an invaluable part of the ship as they issued nearly 12,000 gallons of paint and sprayed out over 400 spaces, allowing the CARL VINSON to appear in the best possible condition for many major ceremonies such as the ship's Change of Command and the visitation of numerous dignitaries, including the Assistant Secretary of the Navy (Installations and Environment).

Puget Sound Naval Shipyard completed installation of two new sliding padeyes (D-16's), installed Navy standard saddle winches at unrep stations 15 and 21, and completed in port testing and installation of the ship's anchors and windlasses. The ship's utility boat and two motor whale boats were refinished by Todd Shipyard of Seattle, WA. All of the ship's 252 encapsulated life rafts were overhauled by SIMA San Francisco and reinstalled at PSNS.

Other significant changes include the approval from COMNAVAIRPAC of the removal of the stern accommodation landing structure, which was significantly damaged during the last deployment. The installation of a replacement landing is scheduled for FY94.

Despite a 55% turnover of personnel and being undermanned by 20%, Deck improved its training standards such that the overall assessment of the department following December's Crew Certification was, "PROGRESS TOWARD READINESS TO GET THE SHIP UNDERWAY IS OUTSTANDING."

#### DENTAL DEPARTMENT

1992 was an exciting and successful year for the Gold Eagle Dental Department. In March, temporary operations at both the Branch Dental Clinic, Puget Sound Naval Shipyard and on the EX-USNS GAFFEY were discontinued and comprehensive dental services on board CARL VINSON were provided. Significant events and achievements include:

## Personnel

In August, with the arrival of a Board Certified Oral and Maxillofacial Surgeon, the department resumed full oral surgery services including the use of nitrous oxide analgesia and intravenous sedation. With five Dental Officers on board, officer manning was back at 100% for the first time in over two years.

Dental technician manning remained near 100% of the Navy Manning Plan with 12 of 13 billets filled.

The following awards, honors, and achievements were received by dental personnel:

- One enlisted was awarded the Navy Commendation Medal.
- Two enlisted and one officer were awarded Navy Achievement Medals.
- One enlisted was selected as Sailor of the Quarter.
- Four individuals were advanced to a higher pay grade.
- One officer passed written examinations of the Federal Services Board of General Dentistry and the Certifying Board of General Dentistry.
- One officer was awarded Fellowship status by the Academy of General Dentistry.
- One officer was selected for residency training.
- Four enlisted were selected for C School.

## Productivity

During 1991 the department rendered the following 56,079 reportable dental procedures for CARL VINSON'S 3000 man crew:

- Examination/Diagnostic Procedures	16,121
- Preventative Dentistry Services (Cleanings)	13,845
- Restorative (Fillings)	5,261
- Endodontic (Root Canals)	628
- Periodontic (Treatment of the Gums)	6,726
- Removable Prosthetic (Complete and Partial Dentures)	77
- Fixed Prosthetic (Crowns and Bridges)	130
- Oral Surgery (Tooth removal)	824
- Orthodontics (Moving teeth)	16
- Adjunctive Services (Miscellaneous)	11,329
- Laboratory Services (Fabrication of Appliances)	1,122

## Operational Dental Readiness

A new program to reduce patient failures was implemented which reduced patient appointment failures from 35% to 10%. The computerized dental recall and records management system was upgraded with the addition of new data fields to allow for better

use of limited dental resources. Despite a widely dispersed crew and continued complex overhaul activities, operational dental readiness averaged a remarkable 89%.

### Material/Facilities

In February, all clinical spaces were repainted. In March, using a portable field dental X-ray unit and a temporary low pressure air (LPA) hook up to the pier, the Dental Department return to CARL VINSON. In September, ship's LPA was provided, work in the X-ray room was completed, and we obtained over \$10,000 worth of supplies from EX-USS PROTEUS (AS-19). In October, in accordance with a new COMNAVAIRPAC policy, two dental supply store rooms were transferred to the Supply Department as they assumed responsibility for stocking the authorized dental allowance list of supplies. Other facility improvements included:

- Installed two new oral evacuation units, two new porcelain ovens, and a panoramic X-ray machine.
- Developed and submitted a ship alteration request for the redesign of central sterilization rooms on Nimitz class carriers.
- Replaced and retiled several Dental spaces.

### ENGINEERING DEPARTMENT

1992 was an intensive maintenance year for the Engineering Department on board CARL VINSON. With the scheduled completion of Complex Overhaul (COH-90) hurtling toward us in September 1992, the daily pace quickened noticeably. The First Quarter of 1992 saw the department's transition from the repair and re-installation phase of the overhaul to the testing phase. Of particular note were the following events:

- Crew moved back on board in late February. This event alone meant almost a full load of PMS was placed back in motion.
- Catapult testing went extremely smooth with all testing complete by mid-July.
- With the exception of aircraft elevators, O2N2 and electric motor rewind, all other equipment and systems-testing was completed on or ahead of schedule.

The Third Quarter brought on an extensive training effort to prepare for crew certification and actual underway operations. During crew certifications, COMNAVAIRPAC found the damage control readiness, in all respects, ahead of their expectations and ahead

of schedule for exiting the shipyard.

Engineering Department support of the Post Overhaul Reactor Safeguards Examination was very successful in all areas and specifically the following:

- Nuclear welding program.
- Catapult space maintenance and preservation.
- Damage control readiness and training, particularly in the area of locker inventories.
- Damage control PQS for personnel assigned to Repair 4 and 5.

In September, the Assistant Secretary of the Navy (Installations and Environment), Jacqueline Schafer, awarded the CARL VINSON the Secretary of the Navy 1991 Environmental Quality Award, beating all CV/CVNs as the "Greenest" aircraft carrier afloat!

The COMNAVAIRPAC 3M Assist visit went very well with particular "kudos" going to "A" Division for their spot checks.

The implementation of Total Quality Leadership initiatives within the department has continued under a steady strain. Our four principal objectives are each under the stewardship of their own Quality Management Board headed by one of Principal Assistants (PA):

Training	-- Damage Control Assistant
Quality of Life	-- Auxiliaries Officer
Equipment/Systems	-- Maintenance Officer
Safety	-- Electrical Officer

The length of the continuous improvement road has come to a much more full comprehension by the khakis in the department, yet progress is certainly recognizable, most noticeably in the areas of Training, Quality of Life and Safety. Weekly departmental quality meetings ebb and flow with the stresses and business of the CARL VINSON finishing Overhaul.

#### R-1 Division

Repair Division has been vigorously readying the ship for sea. Major milestones accomplished include:

- a. Completed repairs, testing and restoration of the Collection, Holding and Transfer system to support crew move-aboard.
- b. Restored 144 heads to operational condition in less than four weeks, in support of crew move-aboard. This allowed

over 2,000 crew members to move back aboard on schedule with minimal disruptions.

- c. Manufactured an 8' by 20' stage in support of the Change of Command ceremony.
- d. Completed system alignment of the Collection, Holding and Transfer system to fully automatic mode for pumping in port. This is the first time in the ship's history that the CHT system has been fully automatic.
- e. Replaced over 1,500 bolts in the ship's Firemain system (carbon steel to copper-nickel) as required by specifications.
- f. Welded over 125 flammable storage lockers in place throughout the ship.
- g. Manufactured over 2,500 keys and repaired more than 200 safes.
- j. Provided welding services for the installation of ATM machines. This included welding 30 stuffing tubes and eight frames.

### R-2 Division

Damage Control Division has:

- a. Rehabilitated and restored ten Repair Lockers on the Vinson.
- b. Brought 20 high-capacity AFFF Stations to operational status. This included the flight deck CMWD, CONFLAG Stations and hangar bay hose reels.
- c. All installed CO2 and HALON systems operational.
- d. Established an intense DCPO program which has emphasized the importance of Damage Control Readiness and greatly increased the knowledge of the 64 DCPOs and other maintenance men.
- e. Provided countless hours of DC training to ship's company, including basic DC, DC field day, functional DC, and individual training.

### R-3 Division

R-3 Division was re-established with a slightly different make-up consisting of approximately 12 Engineering Department

personnel accompanied by a group made up of TAD personnel from various other departments. This has proven to be extremely beneficial in making other departments aware of the problems associated with keeping habitability support systems operating.

- a. Accomplished over 3,000 "Trouble Calls" throughout the entire ship.
- b. Maintained material condition of 144 heads throughout the ship.
- c. Coordinated the maintenance and upkeep of numerous officer staterooms for various VIP visits.
- d. Maintained an administrative watch that tracks and ensures timely completion of all "Trouble Calls" on the ship.

#### E Division

- a. Assisted with the installation of the Definity 75 phone system (designated the 9CK Circuit). This system will enhance the communications between the Air, AIMD and Supply Department and is a brand new installation.
- b. Electricians and IC-men worked around the clock to ensure the crew move-aboard evolution went off without incident, meeting all deadlines and providing all habitability requirements.
- c. E-Division assisted with the refurnishing of the crew's Galley, Chief's Mess and Wardroom Three Galley, enabling Supply to provide meals for the crew as scheduled for crew move-aboard.
- d. IC-men completed the reinstallation of the SNTI-240 communications system.
- e. In support of PORSE, assisted Reactor Department to meet all requirements enabling the ship to receive an overall grade of "satisfactory".
- f. Rewired and corrected all interior communication discrepancies on the Bridge and in PRI-FLY.
- g. Re-established a brand new Motor Rewind Shop and Electrical Tool Issue.

#### A Division

- a. Completed testing of Anchor Windlass, Port and Starboard Steering Engines, B and A Crane, B and T Crane, 2 Hangar Bay Doors and four Deck Edge Elevator Doors.

- b. Replaced over 900 globe and gate valves in Ship's Service system.
- c. Refurbished 21 major machinery spaces as well as closing out 159 assigned compartments.
- d. Successfully tested all four steam catapults.
- e. Completed repair of all four ship's boats, to include replacement of engine in 50' Utility Boat.
- f. Updated and revised Engineering Department Pre-Underway Steaming Orders.
- g. Published CARE Manual for enhancing quality of life within Engineering Department.
- h. The eighth air conditioning unit was completed as a brand new installation. Additionally, the sea suction and discharge for #9, #10 and #11 A/C were installed eliminating the necessity to be dry docked to install the next three units in future selected restricted availabilities(SRA).

Maintenance Division

Maintenance Division, comprised of Maintenance, 3M and MSC personnel, was joined this year by two more organizations: (1) The Quality Assurance Program in May, and (2) Rehabilitation Division in August. All are now under the leadership of the Maintenance Manager. In August and September, all Maintenance offices and work spaces were relocated from temporary COH quarters on board the YRBM-20 barge to the ship. Significant accomplishments for each of the Maintenance Division organization include:

- a. Coordinated two successful 3M Assist Visits by COMNAVAIRPAC on 11-15 FEB and 9-13 DEC.
- b. OMMS 3.1 was initiated in August providing the ship with computerized repair part requisitioning using selections direct from the COSAL database. Training of nearly 35 ship's operators was conducted throughout July while the main frame SNAP computers were shutdown and returned from their temporary COH location in the shipyard. Temporary program glitches were eventually overcome and the system became fully usable in September.
- c. Coordinated extensively with the Integrated Logistics Overhaul(ILO) Team to provide:
  - Equipment Systems and COSAL validation with the

- assistance of Applied Technical Services contractors.
- Technical manual updated and validations
- Validation of proper PMS for all on board equipment.
- d. Processed over 14,000 supply requisitions ensuring accurate, up to date information was used in all orders.
- e. Installed and initiated the Technical Logistics Management System(TLMS) into ship computers, monitors, and laserjet printers. This system is designed to provide shipwide access to the technical manual library.
- f. Oversaw waterfront contractor work to refurbish 70 heads, 17 electric/electronic spaces, and 41 other shipboard spaces.
- g. Researched, developed and submitted 19 Alterations Request proposals in 1992 and tracked 101 active Alteration Requests through various levels of development by outside commands.
- h. Established a shipwide organization of quality control inspectors in their parent divisions.
- i. Assured control of the ship's Discrepancy Correction Request(DCR) program providing QA of shipyard work during the COH processing approximately 4138 DCR's in 1992.
- j. Completed a total rehabilitation of 10 Chief berthing compartments, three enlisted berthing compartments and 40 airwing work spaces.

#### LEGAL DEPARTMENT

The Legal Department's primary mission in 1992 was to maintain good order and discipline, and provide legal services to the command and the crew. The Department is comprised of: L-1 Division (Carrier Judge Advocate's Office), L-2 Division (Security and Law Enforcement), and L-3 Division (Brig).

#### L-1 Division

Provided legal counsel to the Commanding Officer, Executive Officer, and the Department Heads; administration of justice in accordance with the Uniform Code of Military Justice; administrative separation processing; legal assistance over a wide range of issues; processing of personnel claims; JAG Manual Investigation and Line of Duty processing; Congressional Inquiry responses; facilitating of creditor-debtor actions; tracking of civilian criminal actions; responding to claims of non-support; and providing legal training to the command on numerous topics.

L-1 Division processed 644 nonjudicial punishment chits, 42 summary courts-martial, 17 special courts-martial, 7 general courts-martial, 210 administrative discharges, 25 administrative discharge boards, 21 personnel claims, 945 notaries, over 450 legal assistance cases, and 12 Judicial Advocate General investigations.

### L-2 Division

Provided internal ship security, security for special evolutions; managed restricted/extra duty men; conducted command investigations; provided support to the command NIS Agent; administered the command Urinalysis Program; performed as brig escorts and bailiffs; and managed a Property ID and Crime Prevention Program.

L-2 Division handled 602 Incident Complaint Reports, 8,476 urinalysis samples (62 positive results), and over 170 restricted men.

### L-3 Division

Since the Brig was closed during the year, L-3 Division used the time to upgrade the Brig to meet current requirements so it can be reopened at the end of the yard period. The Brig was re-certified by CINCPACFLT following a summer 1992 inspection

### MARINE DETACHMENT

The Marine Detachment was activated on 1 August 1992. The Detachment returned to the USS CARL VINSON (CVN-70) at the Puget Sound Naval Shipyard located in Bremerton, Washington in anticipation of the end of a two year complex overhaul and return to the fleet.

September was the first month in which Marines began to arrive at the Detachment. The security Marines immediately began to train and focus on the physical security of the ship and ship orientation. The orientation was an extensive program due to no previous turnover knowledge and an absence of any veteran Detachment knowledge. Everyone in the chain of command started from scratch.

In October, the unit received its weapons and deuce gear and began its field training and weapons familiarization firing. Utilizing Camp Wesley Harris, all Marines fired weapons in preparation of assuming security duties on the ship. Ship indoctrination continued and Marines began to qualify in Damage Control and fire fighting school.

November brought several changes to the Detachment. The consolidation of Marine Corps Security Force Battalions resulted in a change of the administrative chain of command from Pacific to

Atlantic. Additionally, the adoption of the new T/O and mission statements resulted in direction and training to include enhanced missions in support of the news in support of the new Navy/Marine Corps Doctrine "...From the Sea". VBSS-Maritime interdiction, NEO, TRAP, Embassy/Consulate reinforcement, close in air defense, and other limited missions became the focus of effort. The first field training in these areas occurred at Ft. Lewis Army Base.

### Personnel and Administration

Assignment of personnel in standing up the Detachment presented several problems. Headquarters, U.S. Marine Corps was not ready to staff the detachment with its principle staff and A-billets on activation date. The security Marines arrived from Marine Corps Security Force Battalion Pacific ahead of the A-billet headquarters Marines. Initially, the Marines were joined at Marine Corps Security Force Company Bangor until the Administration Section had arrived and was prepared to join the Marines. This was not until late November with the arrival of the Administration Chief.

Currently, the Detachment is 100% manned with two officers and 46 enlisted personnel. This is reduced from the previous manning of two officers and 66 enlisted personnel.

### Legal Action

The Commanding Officer, Marine Detachment USS CARL VINSON has Article 15 authority. Legal proceedings held during this time are as follows:

General Courts Martial	0
Special Courts Martial	0
Summary Courts Martial	0
Non-Judicial Punishment	2
JAG Manual Investigations	0

### Awards

The detachment recognized its outstanding Marines by presenting the following awards:

Meritorious Masts: 8

### Logistics/Supply

Logistics and supply efforts concentrated on the initial issue of equipment for the Marine Detachment. Equipment and weapons were sent from Marine Corps Security Force Battalion Pacific and arrived in October. Shortages in equipment and no supply trained Marines made the initial receipt and issue difficult. The Supply Chief arrived in November and began to organize and create a MAL and

CMRs. Funding was received from both USN and Marine Corps.

Marine Detachment ship spaces continued to undergo extensive renovation. From the tile to racks to lockers all spaces were improved and Marine esprit became more apparent.

#### MEDICAL DEPARTMENT

In early 1992, the Medical Department moved aboard the USS CARL VINSON from the ex-USNS Gaffey where the department continued to carry out its mission: providing treatment and care for sick and injured personnel. While evaluating 10,879 patients during the year, it also provided the following services:

Prescriptions filled	11,826
Immunizations	3,055
Laboratory tests	43,873
X-rays	337
Electrocardiograms (ECG)	345
Hearing tests	1,016
Physical Examinations	1,274

During the year, several major equipment additions were installed including x-ray equipment, a chemistry analyzer, an audiometer, an anesthesia machine, and cardiac monitors for the Operating Room and the Intensive Care Unit.

Medical training for the department staff and command personnel continued at an increased tempo highlighted by the successful completion and national certification of nineteen Hospital Corpsmen as Emergency Medical Technicians (EMT).

The Medical Department was a major participant in the successful Pre-Operational Reactor Safety Examination (PORSE) evolution. Also in 1992, the Force Medical Officer of the Commander Naval Air Force Pacific (CNAP) certified the medical staff to be well ahead in its progress towards readiness to get the ship underway giving the department an overall grade of "outstanding".

#### NAVIGATION DEPARTMENT

1992 was a superb year for the Navigation Department. Nearing the end of a complex overhaul, the focus of the department shifted significantly from production work to training.

In preparation for sea trials in early 1993 the Navigation Department participated in over 15 formal schools sending 64 officers and enlisted personnel for advanced navigation and bridge training. Taking advantage of outstanding crossdeck opportunities, Navigation arranged for over 38 different crossdeck evolutions, over 175 individual training opportunities, in various units of the

Pacific Fleet. In addition, scores of informal lectures and equipment acquisitions were coordinated by the department to ensure the ship will put safely to sea with a highly trained and professional crew utilizing the latest in navigation technology. The department gained recognition for its exceptionally strong training program from CNAP and CCDG-3 inspectors during Crew Certification Phase I.

The Navigation Department also played a key role as the organizer for various official functions on board Carl Vinson including the flawless execution of honors and ceremonies for over 45 senior officers and visiting dignitaries attending the change of command and two battle group meetings.

### OPERATIONS DEPARTMENT

#### Milestones

- Completed overhaul, preliminary testing and dock trials of all Combat Data Center equipment. Scored outstanding on two combat intermediate team trainers and three radar assisted piloting trainers.

- Completed four successful progress review conferences for the Commanding Officer, Commander Cruiser Destroyer Group THREE, Commander Naval Air Force, U. S. Pacific Fleet and Puget Sound Naval Shipyard.

- Coordinated the installation of Joint Tactical Information Distribution System (JTIDS). Began development of critical procedures and guidelines for Battle Group integration of JTIDS.

- Coordinated advanced tactical training courses for 74 CARL VINSON officer and enlisted personnel. Completed five underway detachments on board USS ABRAHAM LINCOLN and USS NIMITZ.

- Achieved interim certification for ships sensitive compartmented information facility. Scored outstanding on Top Secret materials inspection.

- Successfully deployed 49 personnel in support of joint service operation Roving Sands 92, Roswell New Mexico.

- Dedicated over 2000 hours community service to Kingston, Washington. Performed multiple projects to benefit community including clean-up of VFW Cemetery, assistance in little theater group productions and clean up of a baseball field.

#### Inspection/Evaluations

- CNAP Assist visit: Passed
- Crew Certification Phase I: Passed
- Pre-CSSQT Inspection: Passed

- NWAC Test Equipment Review: Completed

#### Systems Installations Completed

- AN/SMQ-11 Weather Satellite
- Upgrade Air Traffic Control TPS-42 System
- Upgrade to AN/SPS(V)5 Radar System
- Dual Miniature Inertial Navigation System
- Protected Voice Portable Communication System
- Reinstallation and Testing of MK-15 Close In Weapons System
- Reinstallation and Testing of MK-57 MOD 3 NATO Sea Sparrow Surface Missile System

#### Systems Installations Nearing Completion

- Advanced Combat Direction System
- Anti-Submarine Warfare Module Upgrade
- Naval Tactical Command System - Afloat
- Joint Tactical Information Data System
- AN/SLQ-32 (V)4 Electrical Support and Countermeasures

### SAFETY DEPARTMENT

The all-hands effort at making CARL VINSON a safe place to work and live continued throughout 1992. With crew members starting to live aboard the ship full-time, the hazards regularly encountered only during the normal workday became something to be dealt with on a 24 hour basis. Even though the industrial surroundings became "home" for many crew members, and the threat of complacency was ever present, hazard awareness remained high and the VINSON continued to compile an impressive safety record.

Experiencing only one accidental fatality during the year (a motor vehicle accident with alcohol involved), the majority of injuries occurring to VINSON crew members has continued to be relatively minor.

### **SUPPLY DEPARTMENT**

The Supply Department had a year of exceptional achievements and improvements. Supply Department actions associated with the Complex Overhaul were completed on time or early, and the department was able to start and finish several unprogrammed jobs that will greatly increase the overall effectiveness of the department and the ship.

The Integrated Logistics Overhaul continued to be on schedule and the ongoing improvements to the various services areas were completed ahead of time. Each division in the department continued to provide the ultimate in service to the crew. Additionally, personnel in the Supply Department continued to provide superb support to the Bremerton community by participating in the annual Thanksgiving and Christmas food basket drives, by participation in the Washington State Department of Transportation Adopt - a - Highway litter abatement program, and with participation in Bremerton's Adopt - a - School program.

A major highlight for the Readiness Divisions (S-1, S-6, S-7, and S-8) was the implementation of SUADPS Release III, OMMS 3.1, and NALCOMIS. These three major system changes were installed in a short six week time frame; the first ship to accomplish all three implementations within the same year. The implementation will provide the department with the ability to more accurately manage both ship and air wing assets.

#### **S-1 Division**

Stock Control (S-1) completed the rehabilitation of all division compartments and assigned squadron berthing compartments. After implementation of SUADPS Release III, OMMS 3.1 and NALCOMIS, the division acquired over \$1.4 millions for command rehabilitation projects and accomplished a flawless closeout of the fiscal year and began restocking the storerooms, which started to issue material in October.

#### **S-2 Division**

The Food Service Division's (S-2) highlight was the re-opening of the Enlisted Dining Facility on schedule after a hiatus of almost two years. The Food Service Division (S-2) completed renovation of the galley and various storerooms required to reopen the Enlisted Dining Facility. Additionally, they supported various outside activities; including the ship's picnic, as well as serving meals off ship to ship's personnel during the mandatory sexual

harassment training and the Total Quality Leadership training.

### S-3 Division

The Sales and Services Division (S-3) won the coveted Best Sales and Services Award for the Pacific Fleet for the second time in a row, a major highlight for the division, the department and the command. Sales and Service Division (S-3) continued to provide the best service in the fleet. They renovated all storerooms, installed new laundry equipment, and reopened the ship's stores and laundry facility. Their continued excellent service was recognized by the winning of the Best Sales and Service Award for the Pacific Fleet Special Category.

### S-4 Division

The Disbursing Division (S-4) continued to increase it's ability to serve the crew. With the installation of the Automatic Teller Machines, crew members have access to their pay balance whenever they desire. When the surprise FAADCPAC audit occurred the division was ready and demonstrated that the division is providing the best disbursing service in the fleet.

### S-5 Division

The (S-5) Division, the Wardroom division, re-established the Wardroom Dining Facility early in the year. Additionally, the renovation of the remaining 157 staterooms continued unabated and were ready for the Flag and air wing by the end of the year. The Wardroom Division (S-5) also opened over 50 staterooms required for embarked officers. The division renovated Wardrooms 1&2 providing the air wing with a dining facility that is the envy of the fleet. The ability to serve any type of formal meal or take care of a formal meeting has been attested to several times through the year as the division prepared for and supported the Change of Command, farewell dinners, PORSE, CREW CERT, CCDG 3 Battle Group Executive Steering Committee meetings and several other events.

### S-6 Division

Aviation Supply Support (S-6) completed the renovation of various storerooms and an assigned airwing berthing compartment. Additionally, with the implementation of SUADPS Release III, the division saved \$3.6 million in delinquent carcass charges. With the implementation of NALCOMIS affected and the back load of all DLR storerooms completed, S-6 is working closely with CAG and squadron representatives in grooming CVN 70's AVCAL.

### S-7 Division

Automated Data Processing (S-7) assisted in the implementation of three new software systems, as well as developing a Local Area

Network which is being completed during 1993. Additionally, the division relocated the ship's computer system back aboard the ship after almost a two year hiatus.

#### S-8 Division

The Material Division (S-8) renovated, back loaded, and began issuing from storeroom. They also installed the Integrated Bar Coding System, and installed new flammable material lockers in the newly renovated hazardous flammable storerooms. Additionally, the medical and dental storerooms were taken over by the division.

#### S-9 Division

Customer Service (S-9) has continued to provide exceptional service to the crew. Several extensive open purchase actions were expedited to ensure that the ship received the material required to complete major overhaul actions on time.

#### S-11 Division

This year has seen the addition of a new division S-11, which has been tasked with maintaining the Chief Petty Officer's Mess and their berthing facilities.

### WEAPONS DEPARTMENT

The Weapons Department began 1992 with approximately 220 dedicated men. Throughout the year the individual divisions of the Weapons Department initiated and worked towards completing numerous tasks. This work cannot be broken down into a daily calendar, but can easily make up an impressive list of accomplishments whose final outcome will be a safe, watertight, and battle ready ship.

#### G-1/Flight Deck Ordnance Handling

- Installed brackets on new jettison lockers
- Qualified (5) personnel in operation of Weapons elevators

#### G-2/Armory

- Assisted Shop 56 in the installation of all magazine sprinkler valve components and completed test and acceptance of these systems
- Completed overhaul and installation of 18 RSL lockers, 3 demolition lockers, and 5 .50 Cal lockers
- Completed rehabilitation of 15 G-2 Division spaces
- Completed installation of 10 new .50 Cal gun mounts

- Installed magazine sprinkler control valve non-tamper brackets on all systems in community areas

#### G-3/Bomb Assembly

- Completed 100% of the Complex Overhaul Work Package
- Completed 100% overhaul of 3500 pieces of Armament Weapons Support Equipment
- Completed overhaul of 16 electric forklifts

#### G-4/Weapons Elevators

- Conducted System Operating Test (SOT) Level III Testing on all weapon elevators during September, October, and November 1992. All weapon elevators were turned over to G-4 Division, and taken off of the Inactive Equipment Maintenance (IEM).

#### G-5/Aviation Ordnance Control Center

- Set in motion the requisition and tracking of 11,000 lbs of live ammunition for 1993 sea trials
- Coordinated the on load of the ship's small arms allotment. Also coordinated the on load of small arms and ammunition for the MARDET.
- Coordinated and set up "Inert Ordnance OJT" through NAS Whidbey Island in order to maintain the Qual/Cert Program
- Requisitioned, reported, and on loaded over 8,000 lbs of inert training ordnance for crew certification

#### "W"/Special Weapons

- Supported ship by controlling badging for ship's company, all visitors, and all contractors