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DEPARTMENT OF THE NAVY

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

5750

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

Subj: 1994 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) Welcome Aboard Books
(6) Commanding Officer's Biography and Photograph
(7) 1994 Press Clippings

1. Per reference (a), enclosures (1) through (7) are forwarded.


L.C. BAUCOM

5750-192-1802

USS CARL VINSON (CVN 70) MISSION

"To project power anywhere in the world by conducting sustained combat air operations safely and efficiently while supporting embarked units."

USS CARL VINSON (CVN 70) is one of the finest and most advanced aircraft carriers ever developed. This warship is the third Nimitz-class aircraft carrier to be commissioned and is still evidence that American technology and "know-how" remain unsurpassed in achieving the highest standards.

These high standards are the direct result of a trained and dedicated team of 5,500 professionals who are ready, willing and able to respond to any crisis. These are America's finest - carrying on a tradition of volunteerism, patriotism and pride which began in 1776.

CARL VINSON is part of the Pacific Fleet and helps maintain stability in a region of great strategic and economic importance to the United States - the Pacific Rim. This area covers one-third of the earth's surface and more than one-half of the earth's total ocean area. More than 60 percent of the world's population lives in or around the Pacific Rim and more than 40 nations use these waters to transport their commerce. The U.S. trades more in this area than anywhere else.

While the prospects of global war may have receded, there is no doubt that regional challenges will continue to arise. With our national interests at stake in many troubled areas, CARL VINSON and her airwing continue to demonstrate their dedication to maintaining an effective forward presence and an unequalled ability to project power "Forward...From the Sea." Because of its numerous capabilities, CARL VINSON is in the forefront to ensure peace and stability, conduct humanitarian assistance and join with our other services in response to crises anywhere in the world.

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.

Enclosure (1)

USS CARL VINSON's immediate senior commander is:

- a. Administrative: Commander, Naval Air Forces, U.S.
Pacific Fleet
- b. Operational: Commander, Cruiser Destroyer Group
THREE

USS CARL VINSON (CVN 70) ORGANIZATIONAL STRUCTURE

| | |
|------------------------|---|
| Commanding Officer | CAPT John S. Payne (Jan-Oct) CAPT Larry C. Baucom (Oct-Dec) |
| Executive Officer | CAPT Evan M. Chanik |
| Command Master Chief | OSCM(SW) Richard Sheridan |
| Administrative Officer | LCDR [REDACTED] |
| AIMD Officer | CDR [REDACTED] (Jan-Aug) CDR [REDACTED] (Aug-Dec) |
| Air Boss | CDR [REDACTED] |
| Chief Engineer | CDR [REDACTED] |
| Command Chaplain | CAPT Timothy Morita |
| Communications Officer | LCDR [REDACTED] |
| Dental Officer | CDR [REDACTED] (Jan-Aug) CDR [REDACTED] (Aug-Dec) |
| First Lieutenant | LT [REDACTED] (Jan-Oct) LCDR [REDACTED] (Oct-Dec) |
| Legal Officer | LCDR [REDACTED] (Jan-Jun) LCDR [REDACTED] (Jun-Dec) |
| Marine Detachment | Capt [REDACTED], USMC (Jan-Nov) Capt [REDACTED] USMC (Nov-Dec) |
| Navigation Officer | CDR [REDACTED] (Jan-June) CDR [REDACTED] (June-Dec) |
| Operations Officer | CAPT Marion Boose (Jan-Mar) CDR [REDACTED] (Mar-Dec) |
| Public Affairs Officer | LT [REDACTED] (Jan-Aug) LT [REDACTED] (Aug-Dec) |

| | |
|------------------------|--|
| Reactor Officer | CAPT David Brown (Jan-Feb) CAPT Robert K. Blanchard (Feb-Dec) |
| Safety Officer | CDR [REDACTED] |
| Senior Medical Officer | CDR [REDACTED] |
| Supply Officer | CDR [REDACTED] (Jan-Jun) CDR [REDACTED] (Jun-Dec) |
| Training Officer | LCDR [REDACTED] |
| Weapons Officer | CDR [REDACTED] (Jan-May) LCDR [REDACTED] (May-Dec) |

USS CARL VINSON (CVN 70) 1994 NARRATIVE

USS CARL VINSON (CVN 70) began 1994 inport at Naval Air Station Alameda. The ship was beginning the Pre-Overseas Movement (POM) period. During the next several weeks, the ship hosted many local residents for tours. Additionally, the Discovery Channel began the first of many embarks in preparation for a two-hour documentary on the CARL VINSON. During a short underway period, the ship was visited by the Secretary of the Navy, the Honorable John H. Dalton.

February 17 brought the familiar call "Underway, Shift Colors" and CARL VINSON began WESTPAC '94. Battle group staff, squadron commanders and airwing personnel were embarked during a short pierside period in San Diego. During the transit time to Pearl Harbor, the ship had many exciting evolutions. An Aviation Ordnance Training Team Assist visit as well as Carrier Qualifications in the Southern California operating area were captured by the second embark of the Discovery Channel crew. The safe and successful transit culminated with the ship's February 26 arrival in Pearl Harbor, Hawaii.

February 28th found CARL VINSON underway for Yokosuka, Japan for the first nuclear-powered aircraft carrier visit to Yokosuka since 1985. The transit to Yokosuka was marked by embarks of the Commander, Seventh Fleet, VADM Timothy Wright, several distinguished Japanese visitors as well as a media availability. Upon arrival in Yokosuka on March 11th, CARL VINSON conducted a media availability for 200 Japanese representatives. The four-day port visit had the ship hosting over 100 guests for tours.

Upon departure from Yokosuka on March 14th, CARL VINSON participated in a five-day exercise with the Japanese Self-Defense Force. Following the exercise, CARL VINSON turned over with the USS INDEPENDENCE on March 15th and assumed duties as the on-station Battle Group. The next three days the Nuclear Propulsion Mobile Training Team helped the Reactor Department prepare for the Operational Reactor Safeguards Exam and CARL VINSON hosted the U.S. General Consul from Hong Kong, Mr Richard Mueller.

On March 19th, the ship paid a five-day port visit to Hong Kong that included visits from members of the British Joint Service Intelligence Staff and British Services Stanley Fort School. CARL VINSON got underway on March 23rd and was honored to have the Director of Logistics for the 13th Air Force, Colonel Richard Berrett embarked. Completing Colonel Berrett's embark, the ship participated in a two-day exercise with the Singapore Air Force followed by a two-day participation in Mergate 94-2. The ship arrived in Singapore on March 28th for a five-day port visit.

While inport Singapore, CARL VINSON was visited by Senator William S. Cohen (R-ME), RADM Ron Tucker, COMLOGWESTPAC and Skip Boyce, Singapore Charge d' Affaires. Additionally, a three-person crew from the Radio and Television Commission began a two-week embark for an ABC documentary on the Chaplain Corps. Upon departure from Singapore on April 2nd the ship proceeded towards the NAVCENT area of operations completing two days of carrier qualifications in the China Sea. On April 13th, CARL VINSON "inchopped" into the NAVCENT operating area. April 13-16 was spent operating in the Indian Ocean, North Arabian Sea and the Gulf of Oman.

Transiting the Straits of Hormuz on April 16th, the ship found itself host to the Commander, U.S. Naval Forces Central Command, VADM Douglas Katz, Deputy Commander JTF-SWA, RADM Robert Hickey and several USAF staff members. The remainder of April and early May was spent participating in Neon Spark 92, Initial Link 94-2, Red Reef V, Impelling Victory/Eastern Angler and Nautical Sailor 94-2. Additionally, the ship received numerous visits from area Flag Officers and Air Force personnel. May 7th found CARL VINSON beginning a four-day port visit to Jebel Ali.

Upon arrival in Jebel Ali, a three-person crew from Discovery Channel embarked for one month to continue collecting material for their documentary on CARL VINSON. CARL VINSON was underway on May 11th for two weeks. During that time frame, the ship embarked many distinguished visitors to include RADM Michael Bowman, and various ambassadors, diplomats and military attaches as well as members of the U.S., Royal and French Air Forces. Additionally, CARL VINSON participated in Exercise Inspired Alert 94-2 and GULFEX XXIV while hosting a two-person crew from the Southern Watch newspaper. The ship arrived in Jebel Ali on May 25th for a four-day port visit. Media representatives from various Gulf, Kuwaiti and Bahranian news agencies visited throughout the port visit.

Underway again on May 29th, the ship began another two-week period which included embarks by MGEN Glenn Profitt, USAF, Commander, JTF-SWA and numerous members of the U.S., Great Britain, French and Saudi Arabian Air Forces. Additionally, CARL VINSON participated in exercises Iron Siren, Nautical Artist and Beacon Flash 94-2. Finally, Carrier Air Wing Fourteen held its change of command onboard. On June 11th, the ship was back inport Jebel Ali for a four-day port visit.

The underway period on June 14th started with a 3M assist visit. The ship spent the next several weeks transiting the Gulf of Oman, North Arabian Sea and the Indian Ocean. Distinguished visitors included the U.S. ambassadors to Kuwait and Oman. The ship "outchopped" from the NAVCENT operational area on June 24th and two days later conducted the traditional "Crossing the Line" ceremony. The last four days of June, Reactor Department prepared vigorously for the Operational Reactor Safeguards Exam with the Nuclear Propulsion Mobile Training Team.

The beginning of July had the ship heading toward Perth, Australia for a four-day port visit. Enroute to Perth, we received U.S. Consul General Emil Skodon and members of the American and Australian government. On July 5th, we arrived in Perth. The port visit to Perth presented us many opportunities for media embarks (2), tours for local residents (over 200) and hosting a reception for the 218th Anniversary of U.S. independence. Additionally, one of Perth's largest radio stations broadcasted a live show from the decks of the CARL VINSON.

On July 9th we were back at sea transiting to Hobart, Australia. Enroute, we embarked the U.S. Consul General, Eleanor Savage-Gildersleeve and the Honorable Peter Reith of the Victorian Legislative Assembly. On July 17th we arrived inport Hobart as the first U.S. aircraft carrier to visit since 1977.

The five-day port visit provided CARL VINSON opportunities for media availabilities and community relations projects. Projects included visits to the Rotary Club and many local elementary and high schools. Despite the strong willingness of the crew to stay, CARL VINSON set sail on July 22nd and prepared for the Command Assessment of Readiness for Training Phase I (which took place from July 22nd to August 4th) and the Operational Reactor Safeguards Exam which occurred the last two days in July. By July 31st we inchopped to Third Fleet and prepared to offload weapons to USS

SHASTA in the vicinity of the Hawaiian Islands.

Many exciting things awaited our August 4th arrival in Pearl Harbor. First, Discovery Channel began a two-week embark to film the last segment for the documentary on CARL VINSON. Local tours were provided and the Commander-in Chief, Pacific Fleet Change of Command was held onboard. Most importantly, the ship was overrun with over 900 Tigers accompanying us back home. By August 7th, we were underway for California.

As we neared San Diego on August 14th, Carrier Air Wing Fourteen flew off and the next day we were pierside San Diego to disembark the battle group, squadron and airwing personnel. Two days later, we crossed underneath the Golden Gate Bridge and arrived back in Alameda to huge media coverage and thousands of family members and loved ones. The ship spent the next month in a leave and standdown period.

September 22nd had CARL VINSON underway for the Southern California operating area for carrier qualification with CNATRA student aviators. This marked the first student CQ in the new T-45 Goshawk. During this time, CARL VINSON set a ship record 50 recoveries in one hour. September 29th and 30th was inport North Island embarking members of the Board of Inspection and Survey. We set sail on September 30th and for the next three days conducted INSURV. The ship arrived inport Alameda on October 2nd.

A Change of Command ceremony was held in which Captain Larry C. Baucom assumed command on October 7th. Ten days later we began the five-month Ship's Restricted Availability '95. CARL VINSON hosted several hundred people for shipboard tours and visits by Navy league members and U.S. Senator Dan Coats (R-IN) and Staff.

The ship spent the remainder of 1994 inport Alameda.

USS CARL VINSON (CVN 70) 1994 CHRONOLOGY

Jan

11-17 Underway in the Southern California Operating Area for Battle Group refresher training and CVW-14 CQ.
11-18 Embark by Mr. Jim Lipscomb, producer, Mr. Carl Kriegeskotte, cameraman, Mr. Robert Dava, cameraman and Mr. Bill Wander, soundman for Discovery Channel documentary on CARL VINSON.
22 Tour for eighteen Brentwood JHS 4H Club members.
26 Daylight embark by Secretary of the Navy, the Honorable John H. Dalton.
30 Tour for USIA-sponsored guest, Mr. Thiery Vincon, Special Assistant for Strategic & Political Studies, French National Defense Secretariat General

Feb

5 Tour/lunch for twenty-five members of Cub Scout Troop 92 from Suisun City, CA.
11 Dining out
13 Tour/lunch twenty-five members for Tiburon, CA Tiger Cub troop.
17 Underway from NAS Alameda, CA for WestPac '94
17-28 Aviation ordnance Training Team Assist Visit
17-14 Mar Embark by eight person crew from Discovery Channel to film documentary on CARL VINSON.
18-20 Carrier Qualifications in SOCAL OPAREA
21-26 Transit to Pearl Harbor, HI
21-22 Overnight embark by LTCOL [REDACTED] from Naval War College
26-28 Inport Pearl Harbor, HI
26 Visit by BGEN Brohm. Media visit by Mr Jon Yoshishige of Honolulu Advertiser. Tour for members of Swedish naval ship HMS Carl Skrona.
28 Visit by thirty-seven CNAP-sponsored distinguished visitors.

Mar

7 Visit by Mr Ichiro Masuoka, Mr Hiroyuki Agawa, Mr Kengo Tanaka and Mr Hiroshi Kurogane.
9 Visit by Japanese distinguished visitors.
10 Visit by VADM Wright, Commander, Seventh Fleet. Japanese media embark for media availability.
11-14 Inport Yokosuka, Japan
11 Media availability for 200 media representatives.

Enclosure (3)

12 Tour for twenty-five COMNAVFORJAPAN-sponsored guests.
Tour for eighteen U.S. Air Force Fifth Air Force. Hosted
COMSEVENTHFLT reception.

13 Tour for COMNAVFORJAPAN-sponsored guests: Masahiro
Hasegawa family (4)

13 Tour for Fleet Industrial Supply Center, Yokosuka (35)

11-16 Japanese Maritime Self Defense (JMSDF) Passex

15 Turnover with Independence Battle Group

15-18 NPMTT

18 Distinguished visit by U.S. Consul General Richard W.
Mueller and nineteen members of the Consul General.

19-23 Inport Hong Kong

20 Tours for 30 personnel from British Joint Service
Intelligence Staff and 57 personnel from British Services
Stanley Fort School.

21-25 Orientation visit by COL Richard Berett, USAF, Director
Logistics for 13th Air Force

26-28 Passex with Singapore Air Force

27-28 Mergate 94-2

28-30 Inport Singapore.

Apr

1-2 Inport Singapore.

1 Visit by Sen. William S. Cohen (R-ME), Mr Skip Boyce,
Singapore Charge d' Affaires and RADM Ron Tucker, USN
COMLOGWESTPAC.

1-14 Embark by Mr Bernie Hargis, producer, Mr Patrick
Guitierrez, cameraman and Mr Johnny Flenniken, sound
technician for the Radio and Television Commission for
ABC documentary on Chaplain Corps.

2-4 Carrier Qualifications China Sea

13 Inchopt to NAVCENT Area Of Operations

13-16 Indian Ocean/N. Arabian Sea/Gulf of Oman Operations

16 Transit Straits of Hormuz

17 Visit by VADM Doug Katz, USN, Commander U.S. Naval
Forces, Central Command, RADM Robert Hickey, USN, Deputy
Commander, JTF-SWA and several USAF staff members.

18 Neon Spark 94-2

18 Visit by BGEN Jeffrey Grime, USAF, Commander, 4404th
Composite Wing and thirty-one staff members.

19-23 3M Assist Visit

20-25 Initial Link 94-2

21-27 Red Reef V

22-24 Embark by RADM J.J. Zerr, USN, Commander, Operational
Test and Evaluation Force.
30 Impelling Victory/Eastern Angler

May

1-5 Impelling Victory/Eastern Angler/Nautical Sailor 94-2
3 Orientation visit by Group Capt. Carr, RAF, and twenty
members of U.S., Great Britain, France and Saudi Arabia
Air Force.
4 Orientation visit by LTC [REDACTED], USAF, and eighteen U.S.
Air Force personnel.
5 Orientation visit by MAJ [REDACTED], USAF and
nineteen U.S., France, and Royal Air Force.
7-11 Inport Jebel Ali.
9 Tours by 3 personnel from Dubai Port Authority and 13
personnel from U.S. Consulate.
10-11 Jun Embark by three person crew from Discovery Channel to
film documentary.
11 Visit by RADM Michael Bowman, USN, Deputy, JTF-SWA and
eleven ambassadors, diplomats and military attaches from
U.S. and other countries.
12-17 Inspired Alert 94-2
12 Orientation visit by twenty U.S. Air Force officer and
enlisted personnel.
14 Visit by twenty-one foreign military officers.
17 Orientation visit by twenty U.S., Royal and French Air
Force officer/enlisted personnel.
17 Embark by SSGT [REDACTED] and SSGT [REDACTED] of
Southern Watch newspaper.
22-24 Gulfex XXIV
25-29 Inport Jebel Ali.
27 Media visit by Mr Philip Smith, Mr George Abraham and Mr
Maliur Rahman of Kaleej Times and Mr Caragh Salisbury and
Mr Mahood Malik of Gulf News.
28-31 Iron Siren
31 Visit by twenty military personnel from Great Britain,
France, Saudi Arabia, U.S. Air Force and U.S. Navy.

Jun

5-6 Nautical Artist
5 Visit by ten USAF members from Riyadh, Saudi Arabia.

6 Visit/press conference by fifteen members of the Kuwait media.

7 Visit by twenty officers/enlisted from Commander, Joint Task Force - South West Asia.

8 Visit/press conference by fifteen members of the Bahrain media.

8-9 Embark by RADM Michael Bowman, USN, Deputy JTF-SWA and MGEN Abdulaziz Mohammed Henaidy, RSAF, Chief, Air Force Logistics.

9 Carrier Air Wing Fourteen Change of Command

9-16 Beacon Flash 94-2

10-11 Embark by MGEN Glenn A Profitt, II, USAF, Commander, Joint Task Force - South West Asia.

11-14 Inport Jebel Ali

14-16 3M Assist Visit

15 Visit by Ambassador Ryan C. Crocker, U.S. Ambassador to Kuwait and eleven military personnel from U.S. and Kuwait.

16 Visit by twenty members of the USAF 4404 Composite Wing.

19 Transit Straits of Hormuz

20-23 Indian Ocean/N. Arabian Sea/Gulf of Oman Operations

20 Visit by Ambassador David J. Dunford, U.S. Ambassador to Oman and twenty-seven senior American and Omani government/military officials.

24 Outchop NAVCENT Area of Responsibility

26 Crossing the Line Ceremony

27 Diego Garcia Weapons Day

28-01 Jul Nuclear Propulsion Mobile Team Training visit

Jul

4 Visit by Mr Emil Skodon, U.S. Consul General and 11 American and Australian government/military officials.

5-9 Inport Perth, Australia

6 Perth FM radio station broadcast live talk show from Hangar Bay. 10 personnel from Perth media interview Commanding Officer. Tours for 50 local residents. Hosted reception in honor of 218th Anniversary of U.S. Independence.

14 Distinguished visit by Honorable Peter Reith, member of Victorian Legislative Assembly and nine Australian government officials.

16 Distinguished visit by Ms Eleanor Savage-Gildersleeve, U.S. Consul General and eleven Tasmanian government

officials.
 17-22 Inport Hobart, Tasmania
 17 Media availability.
 22-04 Aug Command Assessment of Readiness for Training Phase I
 29-31 Operational Reactor Safeguards Exam
 31 Inchop to Third Fleet
 31-01 Aug Weapons Offload with USS SHASTA

Aug

3 JTIDS OPEVAL
 4-8 Inport Pearl Harbor, HI
 4-17 Embark by three person crew from Discovery Channel to film Tiger Cruise for film documentary on CARL VINSON.
 6 CINCPACFLT Change of Command
 6-17 Tiger Cruise
 8 Visit by twenty-five CNAP-sponsored distinguished visitors.
 14 Carrier Air Wing Fourteen Fly Off
 15 Inport NAS North Island, CA
 17-31 Inport NAS Alameda, CA/Leave and Standdown Period

Sep

1-20 Inport NAS Alameda, CA/Leave and Standdown Period
 22 Underway from NAS Alameda
 22-29 Training Carrier Qualifications with CNATRA
 29-30 Inport NAS North Island, CA
 30-1 Oct Underway from NAS North Island/Board of Inspection and Survey UMI
 30-2 Oct Board of Inspection and Survey

Oct

2-31 Inport NAS Alameda, CA
 3 Tour/command brief for 54 members of the International Young Presidents Organization.
 7 USS CARL VINSON Change of Command Ceremony
 15 Tour by Boy Scouts of America from Concord, CA. for 150 people
 17 Commence Ship's Restricted Availability 95
 21 Commanding Officer speaks at 66th Fighter Squadron Reunion Dinner.
 22 Visit/tour by 45 members of the 66th Fighter Squadron.
 24 Supply brief/tour for 20 personnel from Military Traffic Management Command Western Area.

31 Visit by U.S. Senator Dan Coats (R-IN), Mr Dave Gribbin, Chief of Staff, Mt Rick Schwab, Military Legislative Assistant, CAPT Cutler Dawson, Office of Legislative Affairs and LT [REDACTED], COMNAVBASE San Francisco Protocol Officer.

Nov

03 "Navy Times" interviews Captain Larry Baucom (CO), Captain Evan Chanik (XO) and OSCM (SW) Richard Sheridan (CMC) for article on CV homeport change.

05 Tour by 20 Douglas Junior High School faculty members from Woodland, CA.

08 Tour/command brief for CDR Larry F. Thompson, USN(Ret.) and twenty-seven Lander Valley HS NJROTC cadets from Lander, WY.

10 Commanding Officer's dinner/tour for Oakland Navy League members Mr & Mrs Michael Knuppe, Mr & Mrs Ray Clarkson and Mr James Knuppe

19 Command presentation/tour for thirty members of Alameda Housing Office.

Tour by LT [REDACTED], USNR and 20 St. Paschal Baylon Catholic School students from Oakland, CA. and 12 members of Boy Scout Troop 930 from San Ramon, CA.

20 Tour by 45 members of Cub Scout Pack 214 from Walnut Creek, CA.

Dec

03 Tours for the following: seventy-three members of Cub Pack 815 from Danville, CA., eighteen members of Boy Scout Troop 206 from San Francisco, CA., and 33 members of Boy Scout Troop 339 from Campbell, CA.

07 Dinner hosted by VADM Robert J. Spane, Commander, Naval Air Forces, Pacific. Guests include: Mr. Edwin C. Callan, Callan Associates Inc., and Ms Betty Blomberg; Mr Daniel Fong and Guest; Mr & Mrs William R. Hambrecht, Hambrecht and Quist Inc.; Mr & Mrs Victor A. Hebert, Heller, Ehrman, White & McAuliffe; Mr Ken Rainin and Guest.

08 Tour for twenty-five members of the Alameda County Fire Prevention Officers Association.

17 Tour by forty members of Boy Scout Troop 668 from Citrus Heights, CA.

USS CARL VINSON (CVN 70) DEPARTMENTAL ACHIEVEMENTS

ADMINISTRATIVE DEPARTMENT

Personnel (X-3)

Personnel Office statistics:

Ship's company as of 1 January 1994 - 2912 enlisted
172 officers

Ship's company as of 31 December 1994 - 2983 enlisted
168 officers

Personnel actions: 993 enlisted receipts
30 officer receipts
612 enlisted separations
20 officer separations
364 enlisted transfers
54 officer transfers
1279 airwing personnel records maintained
184 SEAOPDET records maintained
17782 service record entries (PQS entries)

ID Cards issued: Active - 2977
Reserve - 247
Retired - 15
Dependents - 8

In September 1993, Personnel embarked on an innovative process to radically improve the way pay/personnel actions are processed. During a temporary shortage of PNs, the Admin Officer noted the need to improve the admin process to assist the Personnel Office in the accomplishment of its mission. As the former OIC of a PERSUPPDET, he knew that PSD operations were far more efficient than those utilized on board sea commands and could be applied on board CARL VINSON. He then formed a team to brainstorm methods to create an afloat PSD.

A planning team was formed to brainstorm the new process. Team was comprised of Admin Officer, Personnel Officer, Ship's Secretary, ESO, leading DK, two PN1s, one PN2, three PN3s and three PNSNs which identified administrative needs and areas for improvement and designed improved office layout. The team then recommended all officer and enlisted pay/personnel action processing be consolidated within a single office and strong liaison with departments via Departmental Personnel Service Representatives (DPSR) be implemented. The need for a DPSR

Enclosure (4)

guideline was identified.

Office renovation blueprint was developed. DPSR manual drafted on all admin processes (transfers, receipts, record maintenance, separations, ESO, ID cards, etc) and departmental involvement in the process. Office renovation commenced April 1994 and completed August 1994. DPSR manual was approved in April 1994.

During office construction, it was noted that moving Dks into the consolidated personnel office was not feasible in the near future. Plan B was devised which kept all previous recommendations of the planning team except DK requirements were deleted. Revision of DPSR manual completed and final draft approved in November 1994.

Customer Service counter is run by two PNs and is the primary POC for all officer/enlisted transactions. It provides information services to the crew and is the self-help area with forms for customers to fill out ranging from ID card applications to VHA certificates. Notifies departments via E-mail regarding personnel requirements and personnel appointments. Provides transfer/separation information packages to prospective losses which includes all required forms and information sheets to answer member's questions.

Service Record Vault. Run by two PNs and maintains approximately 3,000 officer/enlisted service records. Bar code system was implemented allowing for easier tracking of service records. Service record filing, entries and clearances processed by this section.

Production Section. Run by two Pns, this section processes all page 2s, leave, VHA, FSA, Flight Deck pay, etc for officer and enlisted personnel.

Research and Analysis Section. Run by two PNs, this section researches and resolves any difficult or long-standing administrative problems.

Personnel Accounting Section. Run by three PNs and maintains OCDR/EDVR and processes the following: muster reports, unauthorized absentees/deserters and diary entries via SALTS utilizing SDS Afloat. Prepares NP 1070/606 and NP 1070/607 as applicable and

maintains officer/enlisted database utilizing SNAP and the command sponsor program.

ID Card Section. Run by one PN, application for lost and/or mutilated IDs prepared and verified by customer service. Applications for Reserve/Retired or change in EAOS prepared by separations, transfers and reenlistment section. Application for frocked /advancement personnel prepared by ESO. ID cards prepared by ID PN. ID cards signed by production supervisor.

E-mail is being utilized extensively to keep departments apprised of administrative actions and set up appointments. Departmental Personnel Service Representatives are utilized to liaison between department and Personnel Office.

Complete receipts/transfer/separation packages have been developed and held at the self-help counter. Packages include check-in/out sheet, travel claims, VHA certificate, lost receipts form, DDS enrollment, Page 13s, pay requests and information sheets to answer all member's questions. SNAP database is used to track all personnel actions and SDS afloat has been implemented.

Utilization of E-mail, DPSRs and receipts/transfer/separation packages dramatically reduces the number of man-hours expended on direct customer service. The member no longer must wait in long lines and has the time to accurately complete all paperwork. Because newly reported personnel complete the majority of forms at the self-help counter, processing time of receipts has been dramatically reduced.

Education Services Office (X-4)

- Publicized the National Apprenticeship Program. Enrolled over 80 personnel.
- Administered over 300 SAT examinations.
- Administered over 900 Military Leadership Examinations
- Administered over 1,000 CLEP/DSST exams, five GREs and six GMATs
- Offered fourteen different subjects through PACE program. Afforded approximately 2,080 personnel the opportunity to receive college credits.
- Processed 23 LDO/CWO packages.

Public Affairs Office (X-5)

AWARDS

Divisional

- Received Third place honors in the annual Chief of Information Merit Awards for Newspaper Production.
- Awarded Southwest Asia Service Medal.
- Sea Service Deployment Ribbon.

Individual

- JOC [REDACTED] Awarded fourth Navy Commendation Medal.
- JO1 (AW) [REDACTED] received COMCRUDESGRU Three Letter of Commendation for coordination of Navy Birthday ceremony.
- JO1 (AW) [REDACTED] [REDACTED] received CO, CVN-70 Letter of Appreciation for hosting Memorial Day service.
- JO2 [REDACTED] awarded Navy Achievement Medal.
- JO3 [REDACTED] awarded Navy Achievement Medal.

Advancement

- JO1 [REDACTED] JO2 [REDACTED] / JO3 [REDACTED] advanced to present paygrade.

COMMUNITY RELATIONS

Accepted invitations to "Welcome to Hobart, CARL VINSON" celebration, Wrest Point Casino, Hobart, Tasmania. Shop also spoke about life aboard an aircraft carrier, Navy life and the journalism profession to elementary school students in Perth, Australia and Hobart, Tasmania. Arranged for visit of the ship/meeting between Hobart Vietnam Veterans Memorial Service members and ship's active duty Vietnam veterans.

Conducted approximately 400 tours for the general public.

MEDIA RELATIONS

Wrote/produced 88 press releases. Assisted ABC Television with filming of Chaplain's documentary which was aired during the

During WestPac '94, office personnel assisted with cooking chores during steel beach and Tiger Cruise picnics. Members also assisted with writing/editing copy for WestPac '94 cruise book, and Carl Vinson Welcome Aboard booklets. In February, shop also hosted Martin Luther King Memorial Celebration.

Office personnel served as master of ceremonies for celebrations honoring Martin Luther King, Independence Day and Navy Birthday.

PUBLICATIONS

More than 200 issues of the ship's newspaper "EAGLE" were published. Newspaper was re-designed in an effort to enhance the attractiveness and newsworthiness of product. Special "Change of Command" and "TQL" issues earned positive feedback from crewmembers. Wrote series on 30-year Master Culinary Chef who taught weekly culinary cooking course to MS personnel.

Assisted NAS Alameda newspaper, "Carrier," with articles and layout while assigned to CVN 70 Beach Detachment.

Produced two quality issues of "FAMILYLINK," ship's quarterly familygram for dependents of CARL VINSON Sailors. Designed/produced Tiger Cruise booklet and Tiger Cruise Personnel Qualifications Standards book for CARL VINSON tigers.

Created/produced port books for Hawaii, Hong Kong, Singapore, Jebel Ali, Australia and Tasmania, and wrote photo captions for CVN-70 calendar and color picture Welcome Aboard booklets.

PERSONNEL

JOSN [REDACTED] and JO3 [REDACTED] reported aboard in February and March, respectively. JOC [REDACTED] retired in April after more than 20 years of service, and LT [REDACTED] transferred to Defense Information School in August. In November, [REDACTED] received TAD orders to Saudi Arabia for 2 months.

SA [REDACTED] [REDACTED] reported to X-5 in November to begin journalism training, seeking eventually to attend JO "A" School.

Morale, Welfare and Recreation (X-6)

The Administration Department's X-6 (MWR) Division achieved some milestone accomplishments during 1994. The first notable accomplishment was the creation of the "Ratt Hole" Gymnasium in the

01 level mezzanine area forward in Hangar Bay One. Conceived and coordinated by its namesake, former Carl Vinson Executive Officer CAPT "Ratt" Willard, the gym is the largest exercise facility of any carrier in the Navy! Over the course of WESTPAC 94 the gym regularly provided superb, round-the-clock exercise opportunities to an entire ship and Air Wing complement of 6000 officers and crew. It boasts a complete set of Nautilus machines as well as over 20 aerobic exercise machines -- everything from stationary bikes and treadmills to rowing machines and a Versa Climber.

Over the course of WESTPAC 94, Carl Vinson visited six foreign ports a total of eight times not including two visits to Pearl Harbor. At each of these ports-of-call Carl Vinson MWR Division proudly offered as many as a dozen different travel and sightseeing packages per portcall. These packages permitted crewmembers the opportunity to experience everything from camel safaris in the deserts of the United Arabic Emirates to two-day retreats in the Haunted Mansions of Port Arthur, Tasmania's most southern Penal Colony.

Shortly after returning from WESTPAC 94, the Carl Vinson MWR committee began coordinating what turned out to be two very well-received Christmas events. First, on Saturday, 3 December, the committee coordinated and conducted a Children's Christmas Party that had parents sign up 658 of the crew's 680 children. The event featured a lunch time banquet, numerous craft tables, a wide variety of entertainment (from clowns and puppeteers to "Jason" the red Power Ranger) as well as Santa distributing really nice gifts to each child. The Adult Christmas Party was held on the following Friday evening. It featured carolers dressed in Dickensian era attire, a popular DJ, and a live Country and Western band as well as a phenomenal holiday buffet that satiated the 2200 party goers. Both events were held at the luxurious Parc Oakland Hotel in downtown Oakland.

AIR DEPARTMENT

The Air Department's primary goal was the successful completion of "WESTPAC '94" ensuring all aspects of air operations were not only safe, but incident free. Stressing the new Total Quality environment implemented throughout the department in 1993, the major thrust concentrated in training our

personnel into a combat ready team. These efforts paid great dividends that saw us through an aggressive pre-deployment carrier refresher period for CVW-14. Following the POM we departed in mid-February.

Our deployment saw a variety of operating conditions from winter operations off the coast of Japan to the summer heat of the Arabian Gulf to winter again in the Southern Pacific off of Australia to summer in Hawaii. Despite the numerous climactic changes experienced, the Air Department maintained its equipment in near perfect operating condition with no serious injury to personnel or damage to aircraft.

Major departmental highlights include an Aircraft Launch and Recovery Equipment Maintenance Program Inspection with a grade of "outstanding," CVW-14 refresher amassing 1176 traps and countless touch and goes in under four days. Deployment saw 7760 incident-free launch and recovery evolutions, 1577 in support of Operation Southern Watch. V-1 and V-3 divisions completed over 38,000 aircraft moves and 1500 elevator runs with an excellent record for safety and expediency. V-2 division maintained an unprecedented 99.8% catapult availability throughout the deployment. Equally impressive was V-4 division's 100% storage and equipment availability. This outstanding state of readiness translated into a new record of 97.7 RAR on the TYCOM 3M inspection and an impressive INSURV inspection described by the senior inspector as "the best carrier yet." Post-deployment operations saw the first ever T-45 :GOSHAWK" carrier qualification. Ran mixed patterns of T-45s and TA-4s utilizing bridle and nose tow interchangeably. The ship received numerous "kudos" from TRACOM personnel and CNATRA, Rear Admiral Hayden.

In keeping with the department's long standing tradition of community involvement, the department participated in the rehabilitation of the Sonoma Boy's Club and St. Anthony "feed the homeless."

The Air Department is also quite proud of the individual accomplishments of its personnel. A total of 51 personnel were advanced to petty officer or the next higher paygrade. Five personnel were awarded Navy/Marine Corps Commendation Medals and 67 were recognized for exceptional performance with the

Navy/Marine Corps Achievement Medals.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

1994 was a superb year for AIMD, providing outstanding support to Carrier Air Wing FOURTEEN's (CVW-14) nine aircraft squadrons which included the first ever deployment of the F-14D "Super Tomcat" and the E-2C "Hawkeye" Group II aircraft as well as the installation of the first Consolidated Automated Support System (CASS) on a Pacific Fleet aircraft carrier. CARL VINSON also provided operations and maintenance repair for the OPEVAL of the Joint Tactical Information Display System (JTIDS) and electronic repair bench.

Carrier Air Wing FOURTEEN is comprised of the Navy's newest aircraft mix, including the F-14D, E-2C Group II, F/A-18C (Lot 14), A-6E (SWIP), ISAR-equipped S-3B, EA-6B (ICAP II/Block 86), and SH-60F/HH-60H. This configuration provided unique maintenance challenges to the outstanding Sea Operational Detachment and ship's company technicians on board, earning them a deserved reputation for maintenance excellence. The following is a summary of 1994 AIMD highlights:

AIMD Goal Attainment.

At the outset of the deployment on 17 February, AIMD established a number of very ambitious but realistic goals. Some of these goals were strictly AIMD oriented while others were achieved by Carrier Air Wing FOURTEEN, whose results were either partially or almost totally dependent upon AIMD maintenance and logistics support. The dynamic relationship between CARL VINSON and CVW-14 **resulted in a phenomenal 90% Mission Capable rate and an 86% Full Mission Capable rate.** CVW-14 squadrons accumulated 16,228 flight hours during the deployment with an **impressive 97.4% sortie completion rate.**

AIMD inducted over 30,000 items and RFied 70% of all repairables, including the repair and issue of 57 engines. Despite significant delays in our logistics pipeline, the average WRA/SRA backlog for deployment was less than 200 IW/AWM items daily. AIMD's Turn-Around-Time (TAT) of 9.3 days was based upon the deployment time period 17 February to 10 August when AIMD was

maintaining the operational needs of CVW-14. AIMD's intense focus on "BCM saves" **resulted in a \$1.41 million savings.** CARL VINSON had an aggressive **Battle Force IMA induction of 623 items and a 95.2% RFI rate.** AIMD's goals and subsequent results:

| <u>CRITERIA</u> | <u>GOAL</u> | <u>OUR RESULT</u> |
|------------------------------|-------------|-------------------|
| MC Average | 90% | 90% |
| FMC Average | 85% | 86% |
| RPOOL Effectiveness | 98% | 99% |
| RPOOL Accommodation | 50% | 74% |
| AIMD Backlog (WRA + SRA) | 200 | 188 |
| Related Repair Rate | 65% | 70% |
| Turn-Around-Time | 2 | 9.3 |
| On-Ship NMCS/PMCS (IW/AWM) | 5 | 6 |
| IMRL Accountability | 95% | 97% |
| TOL Accountability | 95% | 98% |
| 3-M Inspection | Pass | Pass |
| Board of Inspection & Survey | Pass | Pass |

Battle Group Intermediate Maintenance Activity (BGIMA).

The BGIMA concept worked extremely well and was practiced with vigor in the CARL VINSON Battle Group. BGIMA items were expedited throughout the repair and logistics cycle due to constant internal interaction between VINSON workcenters and external communication with VINSON's Battle Group customers. As a result, **623 BGIMA items were processed by AIMD (not including oil samples).** **594 items were repaired and returned "Ready-For-Issue" (95.2% RFI rate).**

BGIMA actions were diverse, encompassing calibration repairs (physical and electrical calibration and repair), support equipment and IMRL periodic maintenance and inspections, non-destructive inspection, welding, rigid line and flex hose fabrication, micro-miniature repair, electronic connector repair, MR- and HT-type steel work, fiberglass fabrication and repair, circuit card diagnostics and repair, and oil and fluid analysis. Of the 463 oil samples that were analyzed, 243 were shipboard oils, 112 were from HC squadrons, and 108 were from HSL squadrons detachments.

BCM Save Program.

AIMD's BCM Save program saved 1.41 million dollars during WESTPAC 94. Prior to deploying, VINSON AIMD set a departmental goal for all production workcenters to make every possible effort to attempt repair on all items inducted. To get workcenters motivated to start looking for creative ways to avoid BCMs, AIMD kept a close track on both the quantity and dollar value of each workcenter's BCM saves. A chart listing each workcenter and their corresponding BCM save contributions was maintained in Production Control to foster competition and get everyone intensely involved. Supervisors were continuously encouraged to closely review BCM decisions and to ensure every possible option was reviewed to attempt repair.

Consolidated Automated Support System (CASS).

CASS implementation in support of the Joint Tactical Information and Display System (JTIDS) throughout the entire COMCRUDESGRU THREE Battle Group provided a unique opportunity to assist not only CVW-14 aircraft but also other Battle Group assets as well. Besides troubleshooting F-14D and E-2C JTIDS WRAs, it was also used extensively to assist in the identification of faulty items within JTIDS terminals from various ships in the Battle Group. Total CASS utilization for WESTPAC 94 was approximately 530 hours Elapsed Maintenance Time (EMT) in support of JTIDS components and 24 hours for bench maintenance and self-test support.

AN/USM-467 RADCOM.

AIMD published a comprehensive "RADCOM SITSUM" message which identified the technical difficulties with the AN/USM-467 RADCOM benches during work-ups, the need for a depot-level field team, and a 60-day tech assist for the first two months of WESTPAC 94. Additionally, AIMD submitted a monthly RADCOM production summary message, which became the standard message format for RADCOM production summaries used by other Pacific Fleet carriers.

AN/USM-646 Huntron Tracker.

The Huntron Tracker is a UNISYS Personal Workstation II computer and was used extensively to assist in troubleshooting difficult circuitry when the corresponding bench for that item failed to identify a fault. Additionally, the creativity of AIMD's technicians proved invaluable in troubleshooting additional components for which there existed minimal documentation. On numerous occasions, technicians would create an electronic "footprint" of a known good circuit card and store it on disk. They would then use this "footprint" as a reference in fault-isolating an inducted circuit card that passed all other tests on its respective bench. Finally, the Huntron Tracker was also used quite successfully in AIMD's BCM Save program in an attempt to repair items that were normally "beyond I-level capability."

On-Board Oxygen Generating System (OBOGS).

The F-14D and the F/A-18C presented a unique problem to AIMD with regards to the testing and repair of their On-Board Oxygen Generating System (OBOGS) concentrators. CARL VINSON was the first aircraft carrier to deploy with aircraft equipped with the OBOGS system. Despite the absence of prior set procedures for working on OBOGS systems in a carrier environment, AIMD was able to initially set-up the test bench, establish standard troubleshooting methods, and repair all air wing nonfunctional oxygen systems.

CHAPLAIN DEPARTMENT

The Chaplain Corps Vision Statement continued to be the impetus of the Gold Eagle Chaplain Department throughout all of 1994. The statement of mission is as follows:

"Our vision is to enrich morally and spiritually the relationship of all men and women of the sea services to God and to another by: ENERGIZING PEOPLE WITH HOPE, MOBILIZING THE INSTITUTION WITH MORAL LEADERSHIP, STRENGTHENING PEOPLE THROUGH PASTORAL AND BUILDING COMMUNITY.

*Energizing People with hope: Counselling and workspace visitation were a high priority especially during deployment. Separation, financial difficulties and work fatigue mandated greater availability and the necessity of "energizing" people. Deckplate ministry increased on flight deck and hangar bay work centers to ease the expected tension. Chaplains were determined to serve in the galley lines, promote choir participation, pen pal projects, Pre-deployment and Return & Reunion seminars, holy helo - all designed to be available in all aspects of the command.

*Mobilizing the institution with moral leadership: Along with fourteen different religious services, the lay leader program was intensified so that moral leadership was more pervasive throughout the ship. The Protestant choir was presented at the religious services as well as at ship functions for Dr. King's Birthday, Memorial Day and the Fourth of July. Jewish celebrations of the high holydays were expanded to include all interested personnel and the Catholic RCIA program continued a second time during the final half of deployment. Latter Day Saint personnel contributed their expertise to the establishment of a Gold Eagle Fencing club.

*Strengthening people through pastoral care: A total of 1,099 American Red Cross messages were processed during deployment alone. Brig visitation, infirmary visits, presence at mast and birthday celebrations were highlighted to accent concern on pastoral care.

Daily prayer on the bridge and ship's paper drew from the ongoing experience of ship and squadron personnel. Workspace visitation was set as a high priority so that counseling may be available outside the office and at the convenience of Sailors and Marines.

*Building community: Ethnic clubs such as the South Pacific American Association, the Hispanic Club, Command Physical Readiness Program and Bodybuilding Club continued to build national pride and physical, moral and spiritual readiness. With the completion of deployment, outreach projects such as St. Anthony Dining Room in the Tenderloin, Hanna Boys' Center in Sonoma and youth retreats with the Catholic Diocese of Oakland built Gold Eagle pride and showed its appreciation and concern

for the Bay area.

The Gold Eagle Chaplain team glowed with pride especially upon completion of the ABC documentary "Wings of Eagles" subsequently released on the national syndicate. The film depicted chaplain ministry on USS CARL VINSON during its transit from Singapore to its return to homeport. It serves as testimony to the vision statement outlined above and demonstrates its vital inclusion in the greatest Navy in the world.

COMMUNICATIONS DEPARTMENT

Communications Department, "The Voice of the Gold Eagle," continues to be heard throughout the world. Carl Vinson communicators remain the leaders within AIRPAC for "PAPERLESS MESSAGING" initiatives. Highlights include installing unclassified record messages on the ship's local area network, removing 11 remote X-69 terminals and TT-624 medium speed printers, installing Personal Computer Routing system (PCRS) terminals, processing over 350,000 messages during WestPac deployment and achieving an overall grade of 99.6 during 3M inspection and 98.7 during ISIC's Comprehensive assessment. Simultaneously, the department provided continuous superb telecommunications, tactical air and ADP support services to Battle Group Staff, COMCRUDESGRU THREE, COMDESRON FIVE, COMCARAIRWING FOURTEEN, various squadrons and ship's force. Satisfactorily passed 4 of 4 Fast Reaction tests and an INSURV inspection singled out by the inspectors as "the best carrier ever inspected." In summary, during this competitive cycle, Communications Department has met every challenge and excelled. Specifics:

MILESTONES:

- Feb - Aug: Western Pacific/Arabian Gulf deployment
- Oct - Dec: Ship's Restricted Availability

SHIPALTS:

1. QUAD DAMA: A UHF SSATCOM Demand Access Multiple Access subsystem developed to multiplex several baseband subsystems on

one KHZ satellite channel.

2. AN/WSC-6 (V)4 SHF SATCOM: Provides a highly reliable, high capacity, long range ship-to-shore SHF SATCOM system which also has a degree of immunity to jamming and direction-finding.

3. AN/USC-38 EHF SSATCOM: Provides Anti-Jam (AJ), low-probability-of-intercept (LPI) and Nuclear Survivable communications using common Secure Voice and Teletype Equipment.

INSPECTIONS:

1. 3M Inspection: Overall grade of 99.6 encompassing 7 workcenters and over 1,000 individual PMS checks.

2. Comprehensive Assessment (CCC-27-SF): Overall grade of 98.7 conducted by COMCRUDESGRU THREE.

3. Green "E" Competitive Cycle: Final grade of 99.136. Earned our second consecutive Green "E"

DECK DEPARTMENT

The year 1994 was both eventful and productive as the ship was readied for deployment to the Western Pacific and Arabian Gulf. With four officers and two chief petty officers and a department of 130 strong the Deck Department was ready willing and able to handle all underway replenishment evolutions and any mooring and anchoring evolutions that were required. The actual figures for the above events were 15 refuelings at sea, 11 underway replenishments at sea, 7 moorings and 5 anchorings.

During the pre-deployment assessments in COMPTUEX 94-3, FLEETEX 91-1A, and Battle Group Refresher the Deck Department consistently demonstrated a high degree of professionalism which was highlighted in all debriefs. As a result of a vigorous training program and attention to detail the Deck Department scored a 99.8 percent on the 3M inspection conducted by COMNAVAIRPAC. During WESTPAC 94 the Deck Department trained and maintained four fully qualified rig crews which optimized the use of all refueling and cargo transfer stations. The Deck Department's professionalism and seamanship ability allowed the

final offload of ammunition to be conducted safely, and in half the time, which resulted in a "BZ" from COMCRUDESGRU THREE.

Between at sea periods, Deck Department played an integral part of maintaining the CARL VINSON as the show place of the Pacific Fleet. The ship's quarterdeck, maintained by Second Division, has long been the standard by which other ships measure their appearance, and has continued to be the best looking, displaying three oak lacquered picture boards of the ship's company, airwing and staff officers, along with a ship's highly polished brass EOT and binnacle. Additionally, adding to its sharp nautical appearance is the ship's model and highly polished brass bell, all placed carefully on a dark blue mat with the ship's seal in the center.

Meanwhile, First Division lays claim to having the best-looking foc'sle on any PACFLT carrier. Both anchor chains are painted with high gloss black paint and present a sharp appearance with the deck painted Carl Vinson blue. There are wall murals painted on every bulkhead depicting nautical themes reminiscent of days gone by, and ship's history.

Third Division maintains the damage control equipment for the department and assists in day to day PMS of designated equipment.

The following is a description of the WESTPAC 94 deployment:

After a short POM period the ship was underway for WESTPAC on the 17th of February.

The first stop was in Pearl Harbor for two days, then underway with the Battle Group, and an underway provisioning and rearmament both which the Deck Department handled with timeliness and professionalism.

Next stop on WESTPAC was the Port of Yokohama for three days and then underway for a fueling at sea and vertical replenishment with the USS Camden. The next stop was in Hong Kong where the ship was required to anchor, which Deck Department handled in a outstanding fashion. After five wonderful days in Hong Kong the Battle group was underway once again this time headed for Singapore.

During the transit, the USS Camden was alongside for a refueling at sea and all went well. One day later the ship anchored in Singapore harbor which was accomplished with great ease. After a five day stay in Singapore we were underway for re-provisioning and refueling and the sometimes treacherous passage through the straits of Malacca.

Along the way to the Gulf, we re-provisioned and refueled with the USS MARS and the USNS Pecos. On the 16th of April we entered the Gulf of Hormuz and conducted our first underway replenishment the following day taking on fuel, provisions and ammunition, requiring all fuel and cargo stations to be online. We stayed in "the Gulf" until the 24 of June, with three port visits to Jebel Ali.

Next stop was the anchorage at Freemantle, Australia with a port visit to Perth. The weather was so rough that the stern barge broke several mooring cleats and had to be rewelded, but, in true Carl Vinson fashion, the Deck Department had the barge repaired in a few short hours. Next stop was in Hobart, Tasmania which was an incident-free anchoring, a welcome respite after the rough weather in Perth.

Once again we were underway after four days in Hobart for an ammo download to the USS Shasta which was accomplished in half the allotted time. The next stop was in Pearl Harbor to pick up Tigers for the cruise to San Diego to offload the airwing and then return to Alameda.

At this point all was working well with the Tigers embarked, numerous briefs were given to the Tigers and many new friends were made. The air wing was offloaded on the 15th of August and we were finally on the way home. We pulled into Alameda on the 17th of August to a Welcome Home that was fantastic. The Welcome Home Committee did a great job and Deck Department had the ship moored in record time.

The ship started a post deployment leave period on the 17th of August and 50% of the department was on leave until 15 September. After the leave period we were underway again for INSURV and a short stop in San Diego. All went well during INSURV and we were back inport Alameda on the 2nd of October getting ready for the

change of command and SRA. The year ended on a good note, with numerous jobs completed during the SRA that improved the appearance and operability of Deck Department, to include PMS of both anchors and chains and non-skidding of numerous spaces.

DENTAL DEPARTMENT

In 1994 we continued to make great progress towards reaching our vision of "Excellence in Dentistry, Service, and Readiness in a Quality Environment." In addition to providing dental care, we were also involved in many other activities that served the crew such as the publication of a cruisebook. Changing from a inport environment to WESTPAC 94 brought on many new challenges. Our patient work load doubled with the arrival of the airwing and we received our first dental medevacs from other battle group ships.

Personnel. During a five month period between April and August, dental enlisted manning dropped to between 60 and 80%. In April our LCPO detached and was replaced in May. Dental technician manning remained below the Navy Manning Plan throughout the year with only 80% of the 13 billets filled. Fortunately between one and three strikers worked in the department. The following awards, honors, and achievements were received by dental personnel:

- One officer was awarded the Navy Commendation Medal.
- Three officers were awarded the Navy Achievement Medal.
- Two enlisted were awarded the Navy Achievement Medal.
- One Enlisted was awarded the Navy Commendation Medal
- One officer achieved fellowship status.
- One officer achieved SWMDO qualification.
- Two strikers were sent to DT "A" school.
- One enlisted was advanced to the next higher pay grade.
- One enlisted entered DT Laboratory "C" School.
- Numerous LOC's and LOA's were received by Dental personnel

Productivity. During the year we provided 91,972 dental procedures valued at \$ 1,865,192 for the 6,000 personnel assigned to the 14 separate commands, staffs, detachments, and squadrons that we serve.

Operational Dental Readiness. Despite decreased manning, dental readiness increased to 96% the highest level ever for a NIMITZ-class carrier. In September, we passed our INSURV Evaluation with a "Bravo Zulu" from the COMNAVAIRPAC inspectors. In addition, we increased Carrier Air Wing 14's readiness from a pre-deployment level of 67% to over 90% in August. In July we completed a highly successful 3M inspection with an overall grade of 96%. The staff exhibited commendable pride, professionalism and teamwork which contributed to (our) department's outstanding reputation.

Material/Facilities. The CAR renovation was completed on 17 February 1994. This reflects the latest OSSA standards for infection control and sterilization, making CARL VINSON the first in the fleet to achieve this. In September, work was started on painting and refurbishing the Dental spaces. When completed early next year this ship alteration will provide us with the best facility in the fleet and serve as a model for all aircraft carriers.

ENGINEERING DEPARTMENT

1994 was a very successful year for CARL VINSON's Engineering Department. The year began making preparations for WESTPAC '94. An aggressive work package took place during the POM period including many new equipment installations. As a result of this quality effort and other ship's force maintenance actions, CARL VINSON deployed in the highest state of readiness.

Engineering Department provided uninterrupted services to the crew and airwing throughout the deployment. Not a single evolution was delayed or cancelled due to a casualty to a piece of equipment.

Engineering Department contributed to the highly successful 3M Inspection during the cruise. The highest score ever recorded by a West coast aircraft carrier was awarded by the CNAP inspection team.

The department provided vital support to the Reactor Department enabling them to successfully complete their ORSE.

Following the end of cruise, the Engineering Department excelled during the INSURV inspection. The auxiliary spaces were described by INSURV as "the best they had ever seen." INSURV also validated the CNAP 3M Inspection by awarding a grade almost identical to the previous inspection. The Electrical Safety program also received kudos from the INSURV team.

On 17 October, CARL VINSON started SRA '95. The Engineering Department was heavily involved in the management of SRA and also had the heaviest load of the SFWP for the SRA.

The services provide by the Engineering Department fully supported all mission requirements. The department remained fully focused on providing the best customer support in the provision of services.

Specific accomplishments by Engineering Department divisions are:

Auxiliaries Division

The men of Auxiliaries division enjoyed a banner year in 1994 which included a number of personnel changes and a Western Pacific and Arabian Gulf deployment. Despite the problems experienced during work-ups following over two years in the shipyard, the divisional goal was to prove the title of "Mechanics and/or magicians" was not a misnomer.

Auxiliaries Division has always held the monumental task of maintaining much of the ship's equipment across divisional and departmental lines. From the capstans on the foc'sle to the stern accommodation ladder winch, from the ship's whistle on the mast to the fire pumps in the bilges, A-gang maintains them.

Whether it was providing the airwing with over 8,000 mishap-free launches or the 6,000+ crew with galley services, A-gang was there. From ice cream makers to elevators, steering units, ship's boats and O2N2 production plants, the men of Auxiliaries Division ensured they all worked properly.

Perhaps the division's most phenomenal feat dealt in extremes; while the steam heat shop provided the crew with hot

showers, the "Ice Lords" of AC&R kept the crew and equipment cool through the 100+ degree temperature of the Arabian Gulf.

The following are major jobs accomplished and milestones met by Auxiliaries Division during the calendar year '94:

- replaced seal shaft #3 steering unit
- rebuilt 4D hydraulic pump on elevator #4
- replaced shaft seal on 2D hydraulic pump
- keyed 48 elevator stanchion gear boxes
- installed new controllers on all spanwire winches
- replace the brake assembly on #3 capstan
- performed level A overhaul on four ball valves
- replaced accumulator seal on elevator #2
- refurbished eight hot water heaters
- rebuilt both #7 and #8 a/c units
- rebuilt #6 a/c salt water pump
- rebuilt #5 a/c lube oil pump
- started the installation of #9 a/c
- scored a composite of 93.3 per cent during a CNAP 3M Inspection, contributing to CARL VINSON receiving the highest score in CNAP history.
- completed INSURV with no mission-disabling discrepancies

Through an entire deployment, a 3M Inspection, an INSURV inspection, a CEMAT visit, four chain of command changes and three months of SRA, Auxiliaries Division has been virtually flawless. Consistently proud and professional, their performance throughout '94 prompted one INSURV board member to exclaim "this is the best Auxiliaries Division on any carrier in the Fleet" and he's right!

Electrical Division

- completed a successful Western Pacific/Indian Ocean/Arabian Gulf deployment.
- In support of Battle Group IMA:
 - re-wound 26 motors at an estimated savings of \$44,200
 - accomplished 16 Depot level repairs
- answered 9,099 trouble calls
- 81,179 PMS requirements completed

- Completed Certifications/Inspections
 - QA audit
 - 3M: E-2 95%, E-3 96%, Electrical Safety 95%
 - INSURV: Greater than 90% of electronic/electrical equipment in compliance with NSTM 300.
- completed the installation of the new Definity ship phone system
- supported all communications and electrical requirements for Change of Command
- reached 50% milestone for SRA '94

Damage Control Division

- Completed all workups for WESTPAC '94. This included completing a comprehensive MACHALT to the SOPVs for all 20 High Capacity and 4 Low Capacity AFFF stations, as well as taking over responsibility for the firemain, list control and associated hydraulic control board systems from the Repair Division.

- Conducted extensive shipwide damage control training. During WestPac '94 alone, the training program contributed to the qualification of over 2,000 crew members and 1,500 airwing personnel and involved one general quarters drill weekly.

- Achieved a division-wide score of 96 per cent on the 3M inspection. This score reflected the results of both a level-of-knowledge examination and seven maintenance spot checks and helped CARL VINSON achieve the highest 3M score of any carrier.

- Successfully completed an AFFF hangar bay sprinkler shoot during INSURV '94. The trial run of this system in preparation for INSURV was the first time the system had actually been put to a test since the ship went through complex overhaul in 1990.

Maintenance

- Planned, assembled, prioritized and processed continuous IMA availability work packages for the POM and subsequent SRA-95 availability. Facilities utilized:

- (1) Contractor Industrial Services (282 jobs) through SUPSHIP San Francisco.
- (2) SIMA San Francisco (276 jobs)
- (3) PSNS Puget Sound (201 jobs)

- (4) MINSY Mare Island (24 jobs)
- (5) USS Samuel Gompers AD-37 (74 jobs)

- Of the 456 BGIMA jobs screened during the WestPac '94 deployment, 31 were sent to Engineering. The jobs covered a broad spectrum of equipment and systems. The following is a breakdown of various categories:

| | | | |
|-------------------------|---|-----------------------|----|
| Sheet Metal Fabrication | 6 | Machining/Engraving | 13 |
| Motor Repairs | 4 | Carpenter fabrication | 4 |
| Brazing Repairs | 2 | Locksmith services | 2 |

Engineering BGIMA support was instrumental in the prevention of five possible CASREPs for tended units. A total of 600 man-hours were expended on BGIMA repairs.

- Researched, developed and submitted 80 alteration request proposals in 1994 and tracked 90 active requests through various levels of development by outside command.

- Coordinated the OLM upgrade of 11 airwing spaces consisting of replacement of furniture and deck coverings.

- Assisted PERA CV with the EQOL program which overhauled all galley spaces throughout the ship.

- Utilizing the "self-help" program completed the overhaul of 17 crew's berthing.

- R-3 division completed over 3,000 trouble calls during WESTPAC '94.

REPAIR

- Repair division was fully engaged with numerous Battle Group IMA repairs during WestPac '94 in conjunction with a complete industrial hydroblasting of the entire CHT system. Repair readiness had been significantly upgraded with new capabilities to include spin balancing and hydrostatic testing. Additionally, SRA '95 was very successful with numerous upgrades to the CHT system and ship's force habitability projects. Operational readiness was at a premium and several significant maintenance actions were completed this year to include:

- CHT System: performed industrial hydroblasting operations to the entire system comprising 16 zones, 133 heads and 3,500 manhours.
 - Main Propulsion: repaired #1 Stand-by Lube Oil Pump grease coupler, replaced 15 feet of Reboiler Steam piping in #1 Main Machinery Room and replaced two steam generator sample coolers.
 - Space Upgrades: designed, fabricated and installed numerous compartment bulkheads, shelving and workstations for the first fleetwide PSD customer service operation (major upgrade). Additionally, we constructed and installed four spaces for airwing command and control. Constructed and installed compartmentation bulkheads in Supply (S-2) and Reactor (M division) berthing areas significantly upgrading habitability and quality of life.
 - Deck Equipment: Fabricated new safety stanchions and ladder hinge pin for CARL VINSON's accommodation ladder. Performed a major SHIPALT to 27 aircraft elevators stanchions and pinion gears.
 - Weapons Elevators: Repaired U/S #2 guide rods, L/S #4 door latching bar, machined hatch locking pin for #1 U/S elevator and manufacture L/S elevator #5 hinge rail clevis assembly.
 - Catapults: Manufactured and modified 49 JBD panel drain connections, replaced 15 feet of catapult drain piping, removed two seized shuttle roller pins from #2 Cat Launching Shuttle, removed broken side mounting bolts from # 1 Cat Launching Shuttle, manufactured three special tools used in shuttle roller removal, manufactured a special tool to change gaskets on Cat Steam check valves.
- Arresting Gear: Manufactured 34 arresting gear drive pulleys and machined arresting gear accumulator piston slippers.
- Auxiliary Equipment: Installed framing for a new

Galley griddle, repaired B/A crane end pulleys cover, overhauled 16 saltwater reducing valves, 22 relief valves for saltwater reducing stations, replaced 22 saltwater reducing valves, completed 47 CMWD repairs, 6 chillwater piping repairs, 7 AMCW piping repairs, 32 firemain system piping repairs, assisted in the overhaul and repair of #8 A/C (manufacturing special tools to enable disassembly of the compressor and shaft alignment), performed depot level repairs to #7 A/C by removing seized high and low speed gear bearings and re-machining the bearings after assembly, machined wearing rings for #2 machinery Cooling Pump, repaired O2N2 regenerator valve head switch mounting assembly, repaired #1 distilling unit circulation pump strainer, re-sleeved and electroplated eight motor end bells and rotor shafts for numerous electrical motors, machined #3 potable water pump wearing rings, manufactured shaft bushings for limitorque operator gear and rigging pins for testing servo actuators.

BGIMA

AIMD/Air Wing Support - Performed depot-level repairs to P-3 aircraft engine housings, manufactured special tool for A-6 aircraft used in performance of strut servicing and venting, manufactured prototype antenna mounting plate for A-6 aircraft, manufactured guide pins for F/A-18 auxiliary generator, manufactured a special tool for calibration of F-14 repeatable hold back bar, manufactured a riser used in bench testing A-6 aircraft ram air turbine generator, manufactured 10 fold bars for H-60 aircraft, manufactured an adaptor for aircraft fuel purge pump assembly and a generator test stand shaft mandrel for testing A-6 generator assemblies.

- USS ANTIETAM - manufactured torpedo firing door latch assembly, P-250 pump shaft and repaired a crack in a fueling receiver.
- USS ARKANSAS - manufactured blank flanges for relief valve testing.
- USS CAMDEN - repaired two stanchions for an accommodation ladder.

- USS HARRY HILL - repaired 20' of high pressure piping.
- USS REUBEN JAMES - repaired JP-5 transfer piping, RAST system hydraulic piping and replaced a fire pump discharge elbow.

LEGAL DEPARTMENT

The Legal department's primary mission in 1994 was threefold: (1) to maintain good order and discipline, (2) to provide legal services to the command, crew and embarked airwing and (3) operation of the Brig.

L-1 Division provided legal counsel to the Commanding Officer, executive Officer and the Department Heads; administered justice according to the Uniform Code of Military Justice; administered administrative separation processing; provided legal assistance to the crew and embarked airwing over a wide range of issues; directed Line of Duty and JAG Manual Investigations; handled congressional inquiry responses and Freedom of Information/Privacy Act requests; provided standards of Conduct training and advice on acceptance of gifts; facilitated creditor-debtor actions; tracked civilian criminal actions; responded to claims of spousal and family non-support and conducted legal training to the command and airwing on many legal topics. The division processed over 844 nonjudicial punishment report chits, 7 general courts-martial, 24 special courts-martial, 7 general courts-martial, 5 Article 32 Pretrial Investigations, 117 administrative discharges, 14 administrative discharge boards, 1,150 notaries, 175 legal assistance cases and 7 Manual of the Judge Advocate General Investigations.

L-2 division provided internal ship's physical security, including brow searches and military working dog inspections; provided security for special evolutions and command functions; conducted ship-wide security drills with the cooperation of the Weapons Department and embarked Marine Detachment; managed restricted and extra duty personnel; responded to potential disciplinary incidents, conducted investigations and prepared Incident Complaint Reports; liaised with the NCIS Resident Agent Afloat and both local and foreign law enforcement authorities; administered command urinalysis program; registered personal property belonging to crew members; welcomed and

processed ship's visitors and administered the command crime prevention program; provided departmental training including the shipboard Security Academy developed to train the constantly changing TAD security personnel. L-2 division processed 870 Incident Complaint Reports -- involving 90 assaults, 253 larcenies, 89 UAs and 47 DUIs -- and conducted further detailed investigations on 20 of these reports. L-2 division also processed 1,3660 lock cuts for crew members and registered 2,086 items of personal property. It issued passes to over 8,000 ship visitors. L-2 division processed and managed over 230 restricted personnel, collected and processed over 9,600 urinalysis samples, with 66 positive results being reported back by the Naval Drug Lab, San Diego. It also conducted 19 police academies of 56 hours each and provided over 9,000 man-hours of additional security and general military training.

L-3 division safely operated the ship's brig in accordance with current instructions. It provided prisoner escorts to and from courts-martial, prisoner appointments, and other brigs; coordinated confinement in-processing of 70 courts-martial prisoners, 30 bread-and-water prisoners and two pre-trial detainees.

MARINE DETACHMENT

This year was an extremely fast paced and successful period for the Marine Detachment. In addition to its primary mission of physical security for the ship, the detachment was utilized in numerous additional mission areas. These were:

- A Mobile Training Team was developed and dispatched to numerous battle group ships to enhance permissive Visit, Board, Search and Seizure (VBSS) capabilities and improve ship security and weapons handling.

- Conducted Combat Search and Rescue operations with HS-8 by providing Designated Marksmen and assist team.

- Exercised numerous VBSS missions on battle group escorts.

- Conducted eight permissive VBSS operations on foreign flagged ships in support of United Nations Resolutions during Operation SOUTHERN WATCH in the Arabian Gulf.

The detachment successfully proved that even with the reduced personnel strength of 26 Marines, it was still capable of performing additional short term emergency operations. The Marines actively participated in shipboard operations. They manned numerous gun stations in defense of attack, performed as stretcher bearers and firemen. The Marine Detachment also performed a number of sunset parades and color details for ceremonies and funerals throughout the year, both overseas and in the United States.

Immediately upon returning from deployment, the Marine Detachment began preparing for the next deployment cycle by utilizing the ranges at Mare Island to continue to develop and maintain skills.

MEDICAL DEPARTMENT

The year 1994 was full of challenges for the Medical Department. With the ultimate goal of Western Pacific/Arabian Gulf cruise just on the horizon, the crew members pulled together all the previous year's training and experience and deployed with much excitement and enthusiasm.

While training was conducted throughout the year, the Medical Department evaluated **62,562** outpatient visits;

| | |
|-------------------------------|--------|
| Prescriptions filled..... | 24,537 |
| Immunizations..... | 8,169 |
| Laboratory tests..... | 38,180 |
| X-rays..... | 2,660 |
| Electrocardiograms (ECG)..... | 1,156 |
| Hearing tests..... | 2,430 |
| Physicals examinations..... | 3,959 |
| Surgeries..... | 254 |

The medical ward continued to provide nursing care for those patients during underway periods. The ship's Surgeon, Nurse, Anesthetist and operating room technicians performed general surgeries while at sea. Optometric services were performed in port by area Navy and Army Reserve Optometrists. Additionally, over 1,500 single-vision eyeglasses were fabricated, adjusted or repaired in our Optical Laboratory in 1994.

Several new accessions were received during 1994 including a

new Leading Petty Officer, Ship's Surgeon, and Medical Administrative Officer/Radiation Health Officer.

The Medical Department performed well during all training evolutions/inspections and received a very high departmental 3-M inspection grade as well as a successful Operational Reactor Safety Examination during WestPac '94. Additionally, the medical department is a major contender for the coveted Medical Blue "M" award for 1994 with final scoring in the high 90's and performed at an excellent level during INSURV 1994.

NAVIGATION DEPARTMENT

After successfully completing an eight month compressed turnaround cycle in 1993, the Navigation Department anxiously awaited the chance to put to practical use its finely sharpened navigational skills. The ship deployed in February 1994 for an extended deployment to the Western Pacific and Arabian Gulf. Throughout the deployment, the department flawlessly executed over 26 special sea and anchor details to such ports of call as Pearl Harbor, HI., Yokosuka, JA., Hong Kong, Singapore, Jebel

Ali, UAE, Freemantle, Western Australia, Hobart, Australia and San Diego, CA. The ship also successfully navigated through the Straits of Malacca and twice transited the Straits of Hormuz. While conducting operations in support of "Operation Southern Watch," the department exercised all manners of navigation to guide the ship around the Arabian Gulf under varying conditions of readiness. While deployed, the ship performed countless underway replenishments, under all types of weather conditions without incident. The department's abilities were continually praised by the embarked staff, who often relied upon our data for battle group transits.

In addition to its many navigation duties, the department also provided honors and ceremonies for over 100 senior military and civilian dignitaries from numerous countries. The ship received the highest praises for the professional and courteous manner in which these important guests were treated. The department maintained an aggressive training program which resulted in the qualification of 14 Officers of the Deck (Underway), 13 Command Duty Officers, two Master Helmsmen and

over 15 Helm/Lee Helmsmen.

After return from deployment in August 1994, the ship entered a stand down period with emphasis on training and PQS. In the latter part of December, bridge teams were sent to San Diego for a week to study using the navigation simulators at Marine Safety Institute.

OPERATIONS DEPARTMENT

Completed WESTPAC '94, Training Command CQ, INSURV, and commenced SRA '94.

First Carrier to deploy with ACDS, JTIDS, and ASWM 4.3 upgrade.

CDC manned and coordinated all ASUWC, ASWC, and Maritime Interdiction Operations (MIO) responsibilities while in the NAVCENT Area of Responsibility. This included participation in the interception and boarding of 42 merchant vessels to ensure their compliance with the UN sanctions imposed on trade with Iraq. Strike and Air Intercept Controllers provided 480 hours of mission control, over 320 close control intercepts and 1200 hours of SSC close control.

Conducted 2,544 aircraft approaches without incident during WESTPAC '94.

Developed Expendable Mobile Acoustic Training Target (EMATT) operations that would assist ASW training while in the Arabian Gulf.

Provided extensive weather support services to CJTF-SWA and the 4404th Operational Support Group during Operation Southern Watch. Over 1,100 environmental briefs were provided to Carrier Air Wing Fourteen aircrews and each warfare commander.

Developed an aircraft divert management program that aided the decision-making process while working within the limited divers available throughout the Arabian Gulf arena, resulting in zero uncontrolled emergency divers.

Coordinated and managed the movement of 2,843 personnel,

323,229 lbs of cargo and mail on 623 COD/helo flights.

Hosted CNATRA Carrier Qualifications, amassing 1,155 traps and 94 qualifications in 2.5 days.

Installed a Battle Group Cellular Telephone System.

Implemented wiring changes to all the OJ-535 ACDS console keyboards to correct a severe tactical degradation problem. Change was incorporated as a Navy-wide field change under NAVSEASYSKOM direction.

SAFETY DEPARTMENT

With 248 days at sea, 24,888 flight hours and over 11,000 arrested landings (43% at night) it is likely no other Pacific Fleet CV has had as much operational exposure during FY94 as the USS CARL VINSON. CARL VINSON began the period fully engaged in extensive flight operations during the Battle Group workup phase and maintained a high tempo pace through a six month deployment to WESTPAC, the Indian Ocean, the Arabian Gulf and South Pacific. During this period CARL VINSON flew 7535 sorties, 1243 during Operation Southern Watch, expended over 203,500 pieces of ordnance (rounds, bombs, and missiles), and executed 43,373 aircraft moves without a major mishap.

Throughout, our total commitment to safety permeated every evolution. Active participation by all levels of the chain of command, analysis of incident trends and continuous communication resulted in the completion of a fifth consecutive year without an embarked fatality.

SUPPLY DEPARTMENT

The Stock Control Division (S-1) highlighted a year of change with an extremely successful WESTPAC deployment. Some of the highlights of the deployment were the implementation of the automated financial auditing system, which significantly reduced financial reporting errors and reduced the number of man hours involved in the financial audit process. In order to refine their skills, the division received a training assist visit from COMNAVAIRPAC. The assist provided valuable training on ways to improve organization. The inspectors also recognized the fact that S-1 has made significant strides since the last Supply Management Assessment (SMA). The main facet of the Stock Control Division is the handling of an annual budget in excess of \$44 million. In addition to the budget, the division is responsible for the stock record maintenance of 110,000 consumable line items valued at over \$250 Million and 10,000 repairable line items valued at over \$1 Billion. By the end of 1994, the S-1 Division had achieved nine of eleven CNAP TYCOM readiness goals, a remarkable improvement from only three of nine at the start of

the year.

The Food Service Division (S-2) began the year with a special luncheon for the Secretary of the Navy during his visit to USS CARL VINSON. With one month remaining for deployment preparations, the Food Service Division loaded all available storerooms with approximately \$2 million worth of provisions in order to successfully feed the hungry crew of CARL VINSON during deployment. WESTPAC 94 brought many challenges to the Food Service Division, however, each challenge successfully met was an accomplishment all personnel could be proud of. The forward and aft galleys were both in service operating 22 hours per day in order to fulfill CARL VINSON's daily requirement of approximately **20,000 meals**. Provision replenishment, both at sea and inport, brought with them long work days. From early in the morning until late in the evening, many liberty hours were lost for S-2 personnel while loading stores for the upcoming underway periods. Adding to the already busy inport periods, the Food Service Division prepared meals for various receptions held on board CARL VINSON for numerous foreign dignitaries and high ranking military officials. The largest and most impressive reception occurred in Pearl Harbor, Hawaii when CARL VINSON hosted the Chief of Naval Operations during the CINCPACFLT Change of Command. The cruise ended with the one week Tiger Cruise transit from Pearl Harbor back home to Alameda, CA. During this week, the Food Service Division put on the final touch by demonstrating to all Tigers the morale boosting events sponsored by S-2 Division during WESTPAC 94. With the final Steel Beach Picnic, Monthly Birthday Celebration and Ice Cream Social, the Food Service Division was able to demonstrate it's commitment to customer service. Shortly after the deployment, S-2 was back in the saddle by preparing food for the near flawless CARL VINSON Change of Command reception and by hosting Senator Coats for lunch during his visit to CARL VINSON. The start of INSURV marked a new beginning for the Food Service Division. With major renovations planned, the Food Service Division has built a strong foundation for creating many improvements in the crew's dining experience, many of which were started during the SRA period which began in October and included major rework in the Aft/Forward Galleys as well as the addition of a Taco Bar on the Mess Decks. The continued dedication and effort of all Food Service personnel will enable S-2 to provide the GOLD EAGLE's crew with premier customer service.

The Sales and Services Division (S-3), whose philosophy is... "We strive for excellence and attention-to-detail in all we do," concluded a very successful six month deployment. One of the highlights of the past year was the Sales Division winning the highly distinguished **Navy Exchange Command's "Best Sales and Services Award"** for an unprecedented **third consecutive year**, an accomplishment that no other fleet command has ever achieved. This award was accepted by the Sales Officer from RADM Moore, Chief of the Supply Corps, and Commander, Naval Supply Systems Command, at a ceremony in San Diego. The Sales Division continued to excel at making stock turn, for eight consecutive accounting periods. Our efforts have generated over \$600 thousand in profits for the ship's Morale, Welfare and Recreation (MWR) fund. Additionally, during the course of this year the Sales and Services Division excelled during the rigorous 3M and INSURV inspections. Current evolutions in progress include a complete renovation of the Enlisted and Khaki Barber shops as well as upgrade of all three stores (ships mall, 7-11, clothing store) on board CARL VINSON. These improvements will provide the Officers and Crew of CARL VINSON with a greater diversity of merchandise and one-stop shopping.

The Disbursing Division (S-4) completed a highly successful WESTPAC as evidenced by the recent On Site Audit conducted by COMNAVBASE San Diego. The division received a grade of **OUTSTANDING** for all areas under their cognizance. Additional evidence of the level of performance of this division included the lowest JUMPS error rate of all Pacific Fleet aircraft carriers. The error rate for December 1994 was 1.8%, (Navy goal is 3%) as well as the lowest number of out of balance pay accounts of all Pacific Fleet aircraft carriers. The ship has only one out of balance account. The Disbursing Office had the lowest dollar value of out of balance pay accounts of all Pacific Fleet aircraft carriers. The total dollar value is less than \$5,000. Finally, the relief of the Disbursing Officer was accomplished with zero discrepancies noted by the relieving officer.

The social spotlight continues to shine down upon The Wardroom Division (S-5), presenting challenges that set this division into overdrive. Deployment to the Western Pacific meant increased support to more than 500 officers, ship riders, and distinguished visitors on board CARL VINSON. Exquisite catering

provided by the stellar Mess Specialists ensured the flawless execution of numerous high visibility receptions hosted on board the "GOLD EAGLE" such as: the Japanese Navy, business executives from Singapore, a visit by U.S. Senator Cohen off the coast of Hong Kong, and distinguished visitors in Perth, Australia, and Hobart, Tasmania. While in the Arabian Gulf S-5 hosted bi-weekly formal dinners for various ship's company officers and embarked squadrons. These events served to enhance morale and always evoked effusive comments. The pinnacle of all receptions took place in Pearl Harbor with the CINCPACFLT Change of Command. This turned out to be a memorable event which included everything from full military dress to beautiful ice carvings. S-5 and FISC Pearl Harbor worked closely together to make it all come together like true professionals. To round out the year's events, S-5 received the call once again to provide first class service for a CARL VINSON change of command that included 750 guests. The hard working, dedicated S-5 division truly secured their reputation when called upon twice by Vice Admiral Spane, COMNAVAIRPAC, to host two formal dinners in the impressive Flag Cabin. The immaculate service coupled with culinary superiority reflected the positive attitude shared by the true and tested men of S-5.

Aviation Support (S-6) Division distinguished itself by performing magnificently during 1994. The superb support provided to Carrier Air Wing FOURTEEN (CVW-14) and the ship's Aircraft Intermediate Maintenance, Operations, and Engineering Departments directly contributed to an outstanding Western Pacific and Indian Ocean/Arabian Gulf deployment in support of Operation Southern Watch. The planning and close cooperation among all members of the aviation support team enabled CVW-14 to achieve an astounding 98 percent mission completion rate.

Following a spectacularly successful Underway Material Inspection by the Board of Inspection and Survey (INSURV), the division completed a post-deployment repairable inventory reconciliation conducted by representatives of the Type Commander. This reconciliation yielded uniformly outstanding results, with sample inventories showing 98 to 100 percent validity, and resulted in an unprecedented low inventory adjustment. Aviation Support Division completed 1994 by embarking on and rapidly completing several self-help projects during the ship's restricted availability. These projects replaced lighting in several remote storerooms and in the Repairables Management Office, and upgraded the appearance and

habitability of the division berthing compartment by replacing the deck tile.

The Automated Data Processing Division (S-7) had numerous successful operations following the SNAP/TAC III installation, having attained the lowest percentage downtime of any carrier on the West Coast, if not the fleet. Specific accomplishments in the availability of S-7 computer services in the following areas: SUADPS, NALCOMIS and OMMS were up to users nearly 80% of the time, while ADMIN and MRMMS were up to users nearly 94% of the time. In terms of job production, S-7's new TAC III system processed over 2200 SUADPS/OMMS batch jobs. NALCOMIS processed 440 DBAGS, and 117,740 VIDS/MAFS totaling 340,472 records. MICRO COMPUTER ASSISTANCE AND SECURITY TEAM (MAST), responded to 1583 trouble calls (Hardware and Software), providing 3400 man hours of microcomputer support and discovered and eradicated 52 viruses.

In conjunction, S-7 expanded it's training and ADP awareness. The following are productive improvements that ADP accomplished:

- a. JQS for TAC III (SUADPS-RT, OMMS, MRMMS & UNIX)
- b. JQS for LAN OPERATOR/ADMINISTRATOR
- c. JQS for NALCOMIS
- d. JQS for Personal Computer Troubleshooting
- e. Standardization of ADP operations
- f. Inventory and Indexing of all ADP technical Manuals
- g. Revamped Magnetic Media Library incorporating the TACIII system, also looking to upgrade it's procedures.
- h. Implemented a programming branch. Have already written programs for Medical to track DNA sampling, Ship's Paint Locker to track inventory, issue, and costs.
- i. Restructured the TASO and ADPSSO assignment criteria.

The Material Division (S-8) had a fast paced and high tempo year, beginning with the Pre-Overseas Movement (POM) load out of 45 storerooms. The load out, which lasted an entire month, saw Material Division successfully onload and strike down over 1000 pallets of material. During the deployment, they also loaded over 3000 pallets of material, both inport and underway via several very smooth VERTREP's and UNREP's. In addition to their own material, S-8 was responsible for the receipt and delivery of approximately 50 pallets of Direct Turn-Over (DTO) material per month, as well as the off-load and turn-in of over \$10 Million in excess material to

the Fleet Industrial Supply Center (FISC).

Material Division also found the time to implement the Hazardous Inventory Control System (HICS) and start a HAZMIN and Reuse Center. Since the HAZMIN program has been brought onboard they have off-loaded over 29 tons of excess hazardous material. The hazardous material program was also responsible for the turn-in of A condition Hazardous Material to the FISC, saving the Navy Stock Fund over \$500,000. In addition, the Material Division also off-loaded and inventoried 5 storerooms due to unscheduled SRA work and preserved 4 storerooms while underway.

The Customer Service Division (S-9) concluded an impressive year having processed the following requirements:

- a. Open Purchases - 6,800 requisitions (approx)
- b. SERVMART - 950 requisitions (approx)
- c. CASREPS - 150 requisitions (approx)

Twice last year Customer Service Division received and completed all CASREP requirements. A big milestone for an operational aircraft carrier. During WESTPAC the Customer Service Division was also responsible for processing all port services required through husbanding agents. Total services and materials procured during the 6 months of deployment amounted to \$1,541,200. The following are a summary of the contracts made from different ports:

| | |
|-----------------------------------|---------------|
| <u>PEARL HARBOR (4 days):</u> | \$ 22,000.00 |
| <u>JAPAN (3 DAYS):</u> | \$ 20,000.00 |
| <u>HONG KONG (4 days):</u> | \$ 174,000.00 |
| <u>SINGAPORE (5 days):</u> | \$ 203,800.00 |
| <u>JEBEL ALI (11 Days):</u> | \$ 548,100.00 |
| <u>PERTH, AUSTRALIA (5 Days):</u> | \$ 318,700.00 |
| <u>HOBART TASMANIA (5 Days):</u> | \$ 253,700.00 |

The Chief Petty Officers Mess (S-11) has been busy with the

complete renovation of the Mess and the Galley. The renovation, which lasted the entire SRA period, provided the CPO mess users with a larger seating capacity and better food preparation, as well as more storage capacity for food stores.

The Postal Office (S-12) began the year by preparing for the deployment, stocking up on boxes, envelopes, tape and other packing/wrapping materials to be sold to the crew of USS CARL VINSON. The deployment started off with a bang, as the Post Office processed over 12 thousand pounds of mail upon arrival in Pearl Harbor, Hawaii. During the deployment, the Post Office was manned at only 65 percent but was still able to process over 210 tons of mail for the Officers and Crew of CARL VINSON. Upon return to Alameda, the Postal Officer was able to acquire a stamp vending machine through the cooperation of U.S. Postal Service maintenance personnel. The machine is large enough to dispense envelopes, postal cards, stamp coils, tape strips and an assortment of stamp books. The CARL VINSON is the first afloat unit to obtain this type of vending machine and it has proven to be an outstanding convenience to the crew, along with decreasing the need for personnel to stand in line on busy days in order to purchase stamps. The Post Office is looking forward to a busy, even more productive year ahead.

In addition, the following Supply Department personnel received awards:

NAME OF AWARDEES:

NAVY COMMENDATION MEDAL:

LCDR [REDACTED] LCDR [REDACTED] LT [REDACTED] LT [REDACTED] SKCM [REDACTED]

NAVY ACHIEVEMENT MEDAL:

| | | | | | |
|------|------------|-----|------------|------|------------|
| LT | [REDACTED] | AK1 | [REDACTED] | SH3 | [REDACTED] |
| LT | [REDACTED] | SK1 | [REDACTED] | MS3 | [REDACTED] |
| LTJG | [REDACTED] | SH1 | [REDACTED] | MSSA | [REDACTED] |
| SHCM | [REDACTED] | SH1 | [REDACTED] | | |
| SKCS | [REDACTED] | MS1 | [REDACTED] | | |
| MSCS | [REDACTED] | MS1 | [REDACTED] | | |
| DKCS | [REDACTED] | SH1 | [REDACTED] | | |
| AKCS | [REDACTED] | SH1 | [REDACTED] | | |
| AKC | [REDACTED] | MS2 | [REDACTED] | | |
| MSC | [REDACTED] | MS2 | [REDACTED] | | |

| | | | |
|-----|------------|-----|------------|
| SHC | [REDACTED] | SK2 | [REDACTED] |
| MSC | [REDACTED] | PC2 | [REDACTED] |
| DPC | [REDACTED] | SH2 | [REDACTED] |
| AKC | [REDACTED] | SH2 | [REDACTED] |
| SKC | [REDACTED] | MS2 | [REDACTED] |
| PCC | [REDACTED] | SK3 | [REDACTED] |
| AK1 | [REDACTED] | SH3 | [REDACTED] |

LETTER OF COMMENDATION:

| | | | |
|-----|------------|-----|------------|
| SK1 | [REDACTED] | SK1 | [REDACTED] |
| SK1 | [REDACTED] | DP1 | [REDACTED] |
| AK1 | [REDACTED] | AK1 | [REDACTED] |
| AK1 | [REDACTED] | AK1 | [REDACTED] |
| AK1 | [REDACTED] | SK1 | [REDACTED] |
| DP2 | [REDACTED] | DP2 | [REDACTED] |
| DP2 | [REDACTED] | DP2 | [REDACTED] |
| AK2 | [REDACTED] | AK2 | [REDACTED] |
| MS2 | [REDACTED] | MS2 | [REDACTED] |
| DK2 | [REDACTED] | DK2 | [REDACTED] |
| MS2 | [REDACTED] | MS2 | [REDACTED] |
| MS2 | [REDACTED] | MS3 | [REDACTED] |
| MS3 | [REDACTED] | DK3 | [REDACTED] |
| MS3 | [REDACTED] | MS3 | [REDACTED] |
| SH3 | [REDACTED] | DK3 | [REDACTED] |

PERSONNEL ADVANCEMENT:

| | | | | | |
|------|------------|-----|------------|-----|------------|
| AKCS | [REDACTED] | SK3 | [REDACTED] | MS3 | [REDACTED] |
| AKCS | [REDACTED] | SK3 | [REDACTED] | MS3 | [REDACTED] |
| MSC | [REDACTED] | SH3 | [REDACTED] | DP3 | [REDACTED] |
| SK1 | [REDACTED] | DP2 | [REDACTED] | SK3 | [REDACTED] |
| SK3 | [REDACTED] | DK2 | [REDACTED] | PC3 | [REDACTED] |

WEAPONS DEPARTMENT

In 1994, Weapons Department achieved many milestones. The following are specific accomplishments for 1994:

1. Moved 2831 tons of ammunition and expended 203,525 items.
2. In just 22 hours, offloaded 1808 lifts/2063 tons of ammunition.

3. Rehabed 6 Jettison ramps, 7 Jettison lockers, and 8 CAD lockers, during SRA.
4. Conducted 19 small arms qualifications.
5. Performed 18 weeks of magazine sprinkler tests.
6. Trained CCDG-3, CO, XO, and other high ranking officers in the use of night vision devices.
7. Stood 3 months of mine watch in the Arabian Gulf.
8. Rehabed 20 universal magazines during SRA.
9. Performed depot level maintenance on 600 items of weapons support equipment.
10. Achieved a departmental grade of 99.6% during CNAP 3-M inspection.
11. Qualified 138 personnel in weapons elevator operations.