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DEPARTMENT OF THE NAVY

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

Subj: 1996 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Ship's Mission and Organizational Structure
(2) Historical Narrative
(3) Ship's Chronology
(4) Departmental Command History
(5) Welcome Aboard Books
(6) Commanding Officer's Biography and Photograph
(7) 1996 Press Clippings

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

A handwritten signature in cursive script, appearing to read "D. M. Crocker".
D. M. CROCKER

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, most advanced aircraft carriers ever developed. It is the third Nimitz-class aircraft carrier to be commissioned and is still evidence 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 half of the earth’s total ocean area. More than 60 percent of the world’s population lives in or around the Pacific Rim. Over 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 have receded, there’s no doubt regional challenges will continue to arise. With our national interest at stake in many troubled areas, CARL VINSON and its air wing continue to prove their dedication in 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 other services in response to crises anywhere in the world.

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

USS CARL VINSON’S immediate senior commander is:

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

Enclosure (1)

USS CARL VINSON (CVN 70) Organizational Structure

Commanding Officer	CAPT Larry C. Baucom
Executive Officer	CAPT (Sel) Richard J. O'Hanlon (Jan-Oct) CAPT Bill Goodwin (Oct-Dec)
Command Master Chief	YNCM(SS/AW/SW) William N. Nissen
Administrative Officer	LCDR [REDACTED] (Jan-Apr) LCDR [REDACTED] (Apr-Dec)
Aircraft Intermediate Maintenance Department Officer	CDR [REDACTED] (Jan-Dec) CDR [REDACTED] (Dec)
Air Department Officer	CDR [REDACTED] (Jan-May) CDR [REDACTED] (May-Dec)
Chief Engineer	CAPT (Sel) James Hunn
Command Chaplain	CDR [REDACTED]
Combat Information Systems Officer	LCDR [REDACTED] (Jan-Nov) LCDR [REDACTED] (Nov-Dec)
Dental Officer	CDR [REDACTED] (Jan-Sept) CDR [REDACTED] (Sept-Dec)
First Lieutenant	LCDR [REDACTED] (Jan-May) LCDR [REDACTED] (May-Dec)
Legal Officer	LCDR [REDACTED] (Jan-July) LT [REDACTED] (July-Dec)
Marine Detachment	CAPT [REDACTED] USMC, (Jan-Jun) 1ST LT [REDACTED], USMC, (Jun-Dec)
Medical Officer	LCDR [REDACTED]
Navigation Officer	CAPT Justin Wallace

Operations Officer CDR [REDACTED] (Jan - Jun)
 CDR [REDACTED] (June - Dec)

Public Affairs Officer LCDR [REDACTED] (Jan- Jun)
 LT [REDACTED] (Jun - Dec)

Reactor Officer CAPT Robert K. Blanchard (Jan-Oct)
 CAPT Ronald Y. Heath (Oct-Dec)

Safety Officer CDR [REDACTED] (Jan-Dec)
 CDR [REDACTED] (Dec)

Supply Officer CDR [REDACTED] (Jan-Mar)
 CDR [REDACTED] (Mar-Dec)

Training Officer LT [REDACTED] (Jan-Dec)
 LCDR [REDACTED] (Dec)

Weapons Officer CDR [REDACTED]

USS CARL VINSON (CVN 70) Narrative

USS CARL VINSON has, without question, had the most successful year in its history. From outstanding work-ups through unmatched performance during heightened tensions in the Arabian Gulf, CARL VINSON has unfailingly met all obligations professionally and safely. Demonstrating hard work and perseverance, CARL VINSON has shattered numerous records previously held by other carriers. The focus on mission accomplishment was instrumental in establishing the extraordinary relationship enjoyed with Cruiser Destroyer Group THREE (CCDG-3), Carrier Air Wing FOURTEEN (CVW-14) and Destroyer Squadron FIVE (DESRON FIVE). In addition, CARL VINSON has been a welcome ambassador of the Navy and the United States by its selfless participation in countless community projects and by its impeccable liberty record around the world. During calendar year 1996, CARL VINSON has once again earned the reputation of **“America’s Favorite Aircraft Carrier”**.

USS CARL VINSON CY-96 Operational Statistics:

Arrested Landings	- 13,910
Sorties Flown	- 10,495
Hours Flown	- 24, 585
Gallons of Fuel Dispensed	- 26,500,000
Class A or B Mishaps	- 0

CARL VINSON began 1996 fresh from an outstanding performance in COMPTUEX 96-1A. FLEETEX 96-1A, SACCEX with the Tarawa Amphibious Ready Group (TARG) and PAC JTFEX 96-1 were all completed in grand style, receiving laudatory comments from Secretary of Defense William Perry and several evaluators, including COMTHIRDFLT, for having demonstrated the best performance ever during these work-up exercises. After an April refresher period for CVW-14, CARL VINSON was ready for deployment.

On 14 May, CARL VINSON departed Alameda on WESTPAC 96. During the transit, every opportunity to fly, train, and maintain readiness was taken. CARL VINSON participated in ASWEX 96-3 in the SOCAL operating areas, and conducted flight operations during every day of the Pacific Ocean transit. In early June, CARL VINSON was an integral member of ASWEX 96-5, working closely with the Japanese Maritime Self Defense Force (JMSDF) to ensure its success.

CARL VINSON reported to the CENTCOM AOR ready to fight. With only limited notification, CARL VINSON was tasked with Exercise Rugged Nautilus 96, a short notice deployment exercise implemented in response to real-world events, including heightened tensions in Iran and possible terrorist threats aimed at the 1996 Olympics. CARL VINSON became the first aircraft carrier to successfully establish, implement and operate a Fly Away JFACC Afloat organization in the CENTCOM AOR. To accomplish this, nearly 40 JFACC

personnel embarked, including Commander Carrier Group ONE and members of his staff. Relying on past experience and training from JTF-SWA, CARL VINSON quickly established secure connectivity with the Joint Task Force Commander and all required Arabian Gulf sites. Using minimum hardware, CARL VINSON served as a host site for the JFACC team, using the Contingency Theater Automated Planning System (CTAPS) to direct the movements of 13,000 sea and shore based participants and over 100 multi-service aircraft located at sea and in six Arabian Gulf nations. Upon completion, CVW-14 had conducted 1,496 sorties and 3,263 flight hours in support of Exercise Rugged Nautilus, achieving a sortie completion rate of 97%. Surge operations were demonstrated with 184 sorties flown in a 24 hour period.

While providing a stabilizing force in the Arabian Gulf region, the CARL VINSON Task Group worked closely with JTF-SWA enforcing the "No Fly Zone" and other sanctions against Iraq. CVW-14 completed 1,893 sorties and 5,183 flight hours in support of Operation Southern Watch, achieving a sortie completion rate of 96%. In addition, CARL VINSON planned multiple strikes and provided F-14D escorts for B-52 missile launches in support of Operation Desert Strike. CVW-14 aircraft were the first to provide 24 hours Combat Air Patrol (CAP) coverage over Kuwait city and the first to enforce the newly-expanded "No Fly Zone".

The CARL VINSON Task Group was the first to utilize the Sea Combat Commander concept, combining the responsibilities of surface and sub-surface control into a centralized location aboard CVN-70. During Operation Vigilant Sentinel, CARL VINSON Task Group coordinated the execution of over 200 Maritime Intercept Operations (MIO) queries and 128 actual boardings in support of United Nations Security Council Resolutions enforcing economic sanctions against Iraq. CARL VINSON Task Group operated seamlessly with Multi-National Force ships from Australia, the United Kingdom and New Zealand ensuring that MIO operations optimized each participating nation's capabilities in carrying out these important sanctions.

This year saw the impressive enhancement of CARL VINSON's operational capabilities. During WESTPAC '96, CARL VINSON perfected the Multi-Link concept and was the first to exploit satellite Link-11 in the Arabian Gulf. In addition, CARL VINSON orchestrated an outstanding integration of the Joint Tactical Information and Distribution System (JTIDS) Link-16 with the E-2C Group-2 upgrade. These and many other improvements aside, the enhancement having the single largest impact on every facet of shipboard operations was the addition of Challenge Athena III. From tele-dentistry to Sailor Phones, Challenge Athena III improved the effectiveness and quality of life of every person on this ship. The success and efficient operation of the Challenge Athena system set the standard for shipboard life and will clearly become the standard for future deployers.

During WESTPAC 96, CARL VINSON was an outstanding ambassador across the Western Pacific, Indian Ocean, and in the Arabian Gulf. Through strong leadership and using a clear message, CARL VINSON was able to maintain a spotless liberty record. Social events

were held on board in every port, including visits and receptions for numerous foreign dignitaries. Multiple community relations projects, including two blood drives, were also held during the several port visits. CARL VINSON proudly pulled into Muscat, Oman, the first visit to that country by an aircraft carrier since 1986. Additionally, the visit to Hobart, Tasmania was the first carrier visit in over two years. Although four port visits were canceled due to operational requirements, CARL VINSON continued its superb liberty performance throughout the deployment.

After being relieved of duties in the Arabian Gulf, CARL VINSON continued to maintain the highest readiness posture and every inspection was passed with flying colors, including the Operational Reactor Safeguards Examination (ORSE). Despite the restricted training environment in the Arabian Gulf, CARL VINSON achieved an overall ORSE grade of "Above Average". CARL VINSON was also selected to host the Commander in Chief, Pacific Fleet change of command. In true CARL VINSON tradition, the ship arrived spotless, both inside and out, and was the ideal venue for hosting the CNO, CINCPAC, ADM Zlatoper, ADM Clemins and guest speaker, Senator John McCain. Returning to homeport, CARL VINSON provided an open flight deck to two Fleet Replacement Squadrons, VS-41 and VFA-125, for proficiency carrier landings following the CVW-14 fly-off.

CARL VINSON has demonstrated its total commitment to safety throughout this competitive period. With 207 days at sea, over 19,937 flight hours and 13,910 arrested landings (5,813 at night), CVN 70 has safely accomplished as much operating, training, and available deck time in CY-96 as possible. During WESTPAC '96, CARL VINSON flew 8,288 sorties and dispensed over 17,000,000 gallons of jet fuel bringing the yearly total fuel dispensed to 26,500,000 gallons. The alertness and vigilance of the flight deck Crash and Salvage Team prevented 140 emergencies from becoming mishaps. Focusing on maximum awareness and utilizing a media blitz campaign strategy, the CARL VINSON Safety Department generated a 25% increase in hazard report submissions. The application of Operational Risk Management principles enabled CARL VINSON to maintain a ZERO Class A and B mishap record with only a single Class C mishap during CY-96. The implementation of Individual Risk Assessment fundamentals resulted in a 10% reduction of non-reportable accidents and injuries.

USS CARL VINSON 1996 SCHEDULE

23 - 25 JAN	WARFARE COMMANDER TRNG/BFTT
05 FEB	U/W FOR FLEETEX 96
08 FEB - 10 FEB	FLEETEX 96-1A/MRCI
14 FEB - 16 FEB	SACCEX W/ TARAWA ARG
18 FEB	CVW-14 FLYOFF
21 FEB	INPORT ALAMEDA
26 FEB - 29 FEB	BGIT/ARGIT (TIGP)
05 MAR	U/W FOR JTFEX
06 MAR - 07 MAR	INPORT NORTH ISLAND
08 MAR - 18 MAR	JTFEX
20 MAR	INPORT ALAMEDA
15 APR - 19 APR	REFRESHER CARRIER QUALIFICATIONS (CVW-14)
20 APR - 10 MAY	PREOVERSEAS MOVEMENT
11 MAY - 13 MAY	READINESS FOR SEA PREPS
14 MAY	UNDERWAY ALAMEDA, WESTPAC '96
14 MAY - 16 MAY	CARRIER QUALIFICATIONS
17 MAY	TASK GROUP RENDEVOUS
18 MAY	ASWEX 96-3
19 MAY - 23 MAY	TRANSIT/FLIGHT OPERATIONS
24 MAY	LOST DAY, INTERNATIONAL DATE LINE
25 MAY - 28 MAY	TRANSIT/FLIGHT OPERATIONS
29 MAY	JMSDF ASWEX/PASSEX
30 MAY - 1 JUNE	INPORT YOKOSUKA
2 JUN	UNDERWAY YOKOSUKA
4 JUN - 6 JUN	TRANSIT/FLIGHT OPERATIONS
7 JUN - 11 JUN	INPORT HONG KONG
12 JUN	UNDERWAY HONG KONG
13 JUN - 16 JUN	TRANSIT/FLIGHT OPERATIONS
17 JUN - 20 JUN	INPORT SINGAPORE
18 JUN - 19 JUN	TRANSIT/FLIGHT OPERATIONS
21 JUN	UNDERWAY SINGAPORE
22 JUN	KARAIMATA STRAIGHTS TRANSIT

23 JUN	SUNDA STRAIGHTS TRANSIT INDONESIAN AIR SHOW
25 JUN	WOG DAY
26 JUN - 30 JUN	NPMTT VISIT/FLIGHT OPERATIONS
1 JUL	STRAIGHTS OF HORMUZ TRANSIT
2 JUL	C5F TURNOVER BRIEF
3 JUL - 4 JUL	GULF FAM FLIGHTS
5 JUL	C5F VISIT
5 JUL - 9 JUL	OPERATION SOUTHERN WATCH (OSW)
10 JUL	NO FLY
11 JUL - 14 JUL	TRAIN W/USAF EXPEDITIONARY FORCE(AEF)
15 JUL - 16 JUL	OSW
17 JUL	NO FLY, C5F CHANGE OF COMMAND
18 JUL - 25 JUL	FTX-1, RUGGED NAUTILUS
20 JUL	24 HOUR FLIGHT OPS
26 JUL	NO FLY
27 JUL - 30 JUL	INPORT JEBEL ALI, UAE
31 JUL - 1 AUG	FLY - OSW
2 AUG - 5 AUG	FTX-2, RUGGED NAUTILUS
6 AUG	NO FLY
7 AUG	CCG1 DEPARTS
7 AUG - 14 AUG	FLY, OSW
15 AUG	NO FLY
16 AUG	STRAIT OF HORMUZ TRANSIT OUT OF AG
17 AUG - 20 AUG	ANCHOR/INPORT MUSCAT OMAN
21 AUG	FLY
22 AUG	STRAIT OF HORMUZ TRANSIT INTO AG
23 AUG	NO FLY
24 AUG - 14 SEP	FLY, OSW
1 SEP	NO FLY
2 SEP	FLY, OSW
3 SEP	TLAM STRIKES SOUTHERN IRAQ/B52 ESCORT
4 SEP	TLAM STRIKES SOUTHERN IRAQ
6 SEP	NO FLY
14 SEP	NEON FALCON (BAHRAIN)WASEX
15 SEP - 17 SEP	ANCHOR BAHRAIN BELL
18 SEP - 2 OCT	FLY OSW
20 SEP	NO FLY/RAS
28 SEP	NO FLY
1 OCT	NO FLY
2 OCT	STRAIT OF HORMUZ TRANSIT, FLY GOO
3 OCT	FLY, GULF OF OMAN
4 OCT	FLY, NORTH ARABIAN SEA
5 OCT	FLY, INDIAN OCEAN, TRANSIT SOUTH

6 OCT	FLY, INDIAN OCEAN
7 OCT	FLY, INDIAN OCEAN
8 OCT	NO FLY, IO, OUT CHOP C5F,
9 OCT	NO FLY, IO, COD TO DIEGO GARCIA
10 OCT	FLY, IO, COD TO DIEGO GARCIA
11 OCT	FLY, IO, COD TO DIEGO GARCIA
12 OCT	FLY, IO, ONE CYCLE DUE TO PIM
13 OCT	FLY, IO
14 OCT	FLY, IO
15 OCT - 19 OCT	NO FLY
20 OCT - 24 OCT	INPORT HOBART, TASMANIA
25 OCT	NO FLY
26 OCT - 30 OCT(1ST 30TH)	FLY, SOUTH PACIFIC (INTERN'L DATE LINE)
30 OCT (2ND 30TH)	NO FLY, AMMO PREP
31 OCT - 1 NOV	NO FLY, RAS -AMMO OFF LOAD W/SHASTA
2 NOV	NO FLY,
3 NOV - 7 NOV	INPORT PEARL HARBOR
7 NOV	CINCPACFLT CHANGE OF CMD, ONBOARD CVIN
8 NOV - 14 NOV	TIGER CRUISE
8 NOV - 9 NOV	FLY, EASTERN PACIFIC
10 NOV	NO FLY, EASTERN PACIFIC
11 NOV	FLY, AIRWING FLYOFF, EASTERN PACIFIC
12 NOV	INPORT/UNDERWAY SAN DIEGO
13 NOV	NO FLY, TRANSIT ALAMEDA
14 NOV	INPORT ALAMEDA, HOMECOMING '96
14 NOV - 07 JAN	LEAVE AND UPKEEP PERIOD

1996 Command History by Department

ADMINISTRATIVE DEPARTMENT

The ship's Consolidated Personnel Office maintains and processes all Personnel actions for ships' company. A breakdown of assigned personnel supported through our office follows:

Officers: 178

Chiefs: 212

Crew: 2,672

During the calendar year of 1996, the personnel assigned to the Consolidated Personnel Office performed several functions to support both the personnel assigned as ship's company, and personnel assigned on a temporary basis to support our recent deployment to the Arabian Gulf region. We currently have thirty-two Personnelman, and one Yeoman attached to perform all duties and responsibilities. Functions included:

Received and processed 1,026 Enlisted and 69 Officers reporting onboard for duty. Processing started with the receipt of Transfer Orders, at which time sponsors were assigned for the newly reporting personnel. A "Welcome Aboard" message was transmitted, and a follow-up package mailed to the member giving a brief command history, and geographical information to assist in the hardships of transfer. After receipt of the personnel, they were checked into the command and their Service Records verified and annotated with their arrival information. The process concluded with the liquidation of travel claims, and the subsequent release of the member to their respective department.

As members of the Uniformed Services, members maintain in their possession a Military Identification Card at all times. In support of this requirement, 2,737 Active Duty, 265 Reserve, and 62 Retired Identification Cards were issued by our personnel.

Transferred 935 Enlisted, and 53 Officer Personnel to follow on assignments and establishments of the Navy and other branches of the Armed Forces. Based on the type of duty to which members were transferred, members went through various stages of screening for themselves, and in cases of overseas or isolated duty, their family members as well. Screening included ensuring members were qualified in accordance with current directives. While not all inclusive, some of the areas screened were: Military bearing; Performance Evaluations; Health and Fitness; and several areas relating to the members performance in personal affairs. The transfer screenings generally encompass the "Whole Person" concept.

Separations from Active Duty. 539 Enlisted and 10 Officer personnel left Active Duty status for varying reasons. Separations included closing out the members Service Record after determining the character of the member's service upon discharge. Members first were screened to determine the authority for discharge. Based on discharge authority, and fitness or

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evaluation reports, members were issued separation documents characterizing the nature of their service. This is an important step in determining future eligibility for available programs, and potential re-induction to Naval or other service. Members were also medically screened at this time. After discharge, members were provided transportation to their Home of Record, or other intermediate destination of their own choice.

Service Record Maintenance. In addition to the 3,104 assigned personnel records, an additional 202 records of personnel temporarily attached in support billets were maintained. In excess of 16,000 record entries were performed on these records.

Change of Home Port Certificates. In support of our impending shift of homeport from Alameda, CA. to Bremerton, WA. in January 1997, over 1,137 documents were issued to members attached as ships' company when the Chief of Naval Operations directed the homeport change. These documents provide the authority and funding to move family members and shipment of household goods to Bremerton.

Public Affairs

Communicating to internal audiences, whether it has been between crew members, family members or members within the Navy, has been revolutionized this year by CARL VINSON. The success of the CARL VINSON internal information systems and products have been well documented by special feature reports by various media, including the lead feature story on MSNBC's television broadcast *The Site*, the Wall Street Journal's *Convergence* magazine, New York Times, and scores of regional and local broadcast affiliates and newspapers. The exceptional success has been well documented by the Navy in six separate print releases and a special broadcast in Navy Marine Corps News.

Traditional internal information programs.

During deployment, the public affairs team operated all day, every day. On-air interviews with radio and television are given around the clock and a ship's newspaper is published daily, as well as other high-quality internal information products.

Shipboard Information, Training and Entertainment (SITE) Television

More than four channels on SITE TV were broadcast simultaneously while deployed. Program material consists of about 40 hours per week of American Forces Radio and Television Service (AFRTS) weekly programming, Navy Motion Picture Service feature movies, AFRTS Duplicating Facility (DUPFAC) material, AFRTS Television Tape Library (TTL) movies, live or recorded studio productions, and GMT training films. During the deployment, the crew members had up to five channels of viewing and two channels of live radio broadcasts from which they could choose.

Additionally, while deployed, those viewing could usually tune into CNN and MTV - live via satellite. This was not only enjoyable, but proved very motivational as reports of Operations Desert Strike and Southern Watch, including interviews of CARL VINSON Sailors,

were watched intensely by everyone. Television broadcasts included special timely delivery of the Olympics and MLB All Star game from the DUPFAC center. Advanced planning ensured that tapes of each were provided to the crew within one day of events. Also, thanks to live AFRTS radio broadcasts, the crew enjoyed live audio coverage of MLB playoffs and World Series, NFL and college football, Presidential and Vice Presidential debates, and other news and feature broadcasts. These broadcast provided significant crew entertainment. Coupled with regular review of their favorite sports home page on the WWW, crew members were able to stay current with news and sports - as it was happening.

When in home port, a cable service provides the ship with all major networks and other entertainment, movie and sports channels which are routed through SITE distribution panel to all shipboard televisions.

Internal Television Productions

Special internal productions, both live and taped, were routine and successful. The public affairs staff produced videos for entertaining, informing and training the crew. Productions have included:

a). "Eye on the Eagle" - A 30 minute broadcast chronicling weekly events and interviews with key crew members proved to be a hit towards the last third of the deployment. Included in the broadcast was one feature called "CARL VINSON in the Spotlight," which used segments from external media covering the success of Sailors and their efforts.

b). "Big Bucks Bingo" - In an effort to provide entertainment while bolstering support for the ship's MWR fund, the ship routinely televised "Big Bucks Bingo," each show hosted by a different department or squadron. Crew members could purchase bingo cards (for six games) for a total of three dollars, and raised in excess of \$12,000 for the ships MWR fund.

c). Port Briefs - Seven separate port briefs were produced and aired repeatedly prior to pulling into each port. Extending a comprehensive, televised brief of what was expected of each crew member through a more understandable medium (as compared to stand alone ship's notice) helped support an excellent deployment liberty record.

d). Training Videos - Working in conjunction with the ship's safety department, several safety productions were written, edited and played in support of command programs. The training videos included "Drinking and Driving", "Foreign Object Damage", "Tiger Cruise Safety", as well as a few creative Safety Department "Public Service Announcements."

Radio

The crew enjoyed four shipboard radio channels (one live and three from rotating compact disks) and one live programming via satellite (AFSTRS). More than 21,900 hours of programming were available on radios located throughout the ship. The "Guest DJ" program was popular, and afforded all interested crew members an opportunity to get broadcasting experience. Two radio channels were piped into the SITE TV system as audio track

accompanying "Bulletin Board" information and navigation images, further extending the listenership.

The Eagle Newspaper

Published daily at-sea and weekly in-port, the ship's paper normally features one main, local story written by staff or departmental representatives, "Around the Eagle" information, international/stateside news and sports from wire services; and standard features highlighting sailors, such as the weekly "Leadership in Action" or "Bluejacket of the Week". CARL VINSON published more than 600 copies daily, totaling nearly one million editions for the deployment alone. The Eagle was also conveniently posted daily on the PAO bulletin board across from the ice cream shop. The Eagle has been an honorable mention in CHINFO Merit Award competition for two consecutive years.

CARL VINSON Family Link

Family Link, CARL VINSON's family-gram, was published three times during deployment to keep families informed of their Sailor's and the ship's activities. About 3,900 copies per release were mailed to crew member's next of kin. More than 100 pages in these three, family-oriented magazines chronicled the ship's progress and actions while on deployment.

Port Guides

PAO published 2,000 informative port guides prior to each of WESTPAC 96's seven port visits. These guides were distributed to each department, embarked staff and squadron. More were made available on the Quarter Deck for the liberty parties. Typically, these guides include information on culture, laws, recreation opportunities, liberty policy and other subjects that contribute to successful port visits.

Press Releases

The Public Affairs team ensured CARL VINSON was continually and positively represented in internal and external media. All Hands magazine featured stories with photographs on CARL VINSON Sailors and events for four months in a row during deployment. The Navy Wire Service -- a daily Chief of Information e-mail service to public affairs offices, base newspapers and commercial media -- averaged about one story per week about CARL VINSON. This is unmatched by any other ship in the Navy. Still evolving, the press release program has resulted in articles being printed in base newspapers on the West Coast, and is generating significant Navy-wide attention.

Navy Marine Corps News

During deployment, CARL VINSON enjoyed nearly weekly attention on the Navy's primary broadcast production. Featured not only in coverage of Operations Desert Strike and Southern Watch reports, CARL VINSON also successfully solicited coverage on the launching of the home page, a blood drive conducted underway, the morale video-teleconferences and one piece on the Medieval Club on board. CVN-70 has also been featured in the production in commercial reports which were included as part of the broadcast.

Thanks to the information age, the world, including its oceans, is getting smaller quickly. Gone are the days of isolation at sea. Two-way data and voice exchange now makes information management - not acquisition - the challenge. Maintaining daily, two-way personal relationships with family and friends back home is now feasible for the first time in history. There has never been a better time to go to sea from that stand point, and CARL VINSON is proud to lead the way.

Special Services

The Morale, Welfare, and Recreation (MWR) Committee on board CARL VINSON is an active and energetic organization. It plays an active role in making decisions regarding all ship's recreation activities including departure and homecoming events, holiday parties, sporting and social events both in port and underway. It meets regularly to discuss crew morale issues and make decisions regarding how scarce MWR resources will be allocated.

Entertainment provided by MWR includes televised "Big Bucks Bingo" games, renting games to the crew (including board games, video games and athletic equipment), and two ship's gymnasiums, one of which (Gold Eagle Gym) has become the model gymnasium for the other carriers.

Off-ship entertainment consists of MWR sponsored and subsidized tours for the crew in all the foreign ports visited during WESTPAC '96. In addition, MWR provided hotel reservation services to the crew, providing a low cost alternative to personally booking a hotel room or waiting to determine availability until actually arriving in port. MWR also provided bus transportation in foreign ports to shopping and entertainment areas for the crew. In homeport, shuttle services to local events are provided on a regular basis.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

1996 was an exceptional year for AIMD, providing support to Carrier Air Wing FOURTEEN's eleven squadrons and fifteen afloat commands under Commander Cruiser-Destroyer Group Three. AIMD led the Battle Group Intermediate Maintenance Activity (BFIMA) processing over 1,500 jobs with a 94.4 job completion rate and provided a 73.6 aviation ready for issue rate on 14,393 repairable inductions. AIMD inducted for repair from 3,000 to 5,000 items per month while deployed, an average of between 100 to 160 repairables per day. The air wing 84% FMC and 87% MC rates and consistent availability of critical weapons systems was especially critical in support of Operations SOUTHERN WATCH and DESERT STRIKE.

CVN-70 AIMD/Supply/CVW-14 Performance Figures

The triad formed by CVN-70 AIMD, Supply, and CVW-14 resulted in remarkable achievements in support of 79 assigned aircraft. The following are indicators of AIMD's 1996 performance (based on data through 30 September 1996). CVW-14 completed in excess of 19,000 flight hours and 9,000 sorties with an impressive 97 percent sortie completion rate.

ON-SHIP NMCS/PMCS	16.5 (EXREP DAILY AVG)
FMC RATE	85.0%
POOL EFFECTIVENESS	98.07%
SORTIE COMPLETION RATE	97.0%
CANN RATE	3.0%
REPAIR RATE	73.6%
TTL ITEMS TAT#	4.5 days
TOP 10 ITEMS TAT#	1.4 days
IMRL/TOL ACCOUNTABILITY	99.5%
SURFACE 3M	89.4% (RAR)
SE AVAILABILITY	97.2%
AME INSPECTION	all programs on track

BCM Saves

AIMD's commitment to ensuring all possible means of repair were pursued, resulted in BCM saves totaling \$1.7M. Intense utilization of Engineering Department industrial capability for both test bench and aircraft parts, using NAVSEASYS COM Departure From Specifications (DFS) criterion, enabled the repair of critical, mission essential weapons and support systems.

AIMD Goal Attainment

At the outset of the year, AIMD established three fundamental and realistic goals: 1) expand the traditional scope of our maintenance capabilities by an ambitious and aggressive procurement strategy to incorporate the finest Non-Developmental Item (NDI) maintenance equipment available, to support both aviation and Battle Force operational requirements; 2) establish CARL VINSON AIMD as the premier afloat IMA in the Pacific Fleet by maintaining optimum levels of equipment readiness and development of fleet prototype initiatives that would significantly change the way afloat maintenance is accomplished; and 3) expansion of the BATTLE FORCE IMA concept to its maximum potential. AIMD exceeded every objective by use of a clearly defined and executed Plan of Action and Milestones.

Our first goal resulted in the acquisition and successful prototyping of eight major equipment additions; 1) a Laser Particle Counter HIAC/ROYCO Model ABS-2/8000A; 2) two better engineering aqueous parts washers Model F-4000-P; 3) a Bio-Rad FT-IR Oil and fluid Analyzer System for surface fluid analysis; 4) a Aviator Breathing Oxygen contaminant analyzer NICOLET 8220; 5) a Laminar Flow Bench Model 3HT-24; 6) state-of-the-art 2M microminiature Surface Mount Technology (SMT) stations Model PRC-2000 for use in Module Test Repair Facility (MTRF); 7) a General Purpose Automatic Wire Tester (GPAWT) Model A/U-24T-1; 8) two PALL Land and Marine centrifugal hydraulic purifiers Model PE-00440-1H.

Our second goal resulted in 1) CARL VINSON's selection by the Chief of Naval Operations as the Pollution Prevention (P2) prototype afloat command for implementing and validating 47 important pollution prevention processes and equipments; 2) selection as Commander Naval Air Force and Surface Force Pacific Fleet Battle Force Intermediate Maintenance Activity (BFIMA) Core Capabilities Assessment prototype; and 3) Commander

Naval Air Force Pacific Fleet's graded Aviation Maintenance Management Team (AMMT) Aviation Maintenance Evaluation (AME) inspection in which 44 key programs were evaluated with an overall Satisfactory with no off track programs. Assessors comment was "the finest afloat AIMD in the Pacific Fleet"!

Our third goal was achieved by the completion of 1,561 BFIMA maintenance actions during our deployment, with a 94.4 percent completion rate and a turnaround time of 2 days. These efforts supported 23 commands ranging from Task/Battle group ships and embarked HSL squadrons to HC squadrons onboard the USNS SPICA and USS CAMDEN and dets ashore in Bahrain.

AIMD has been the winner or runner-up of the coveted CARL VINSON DC Olympics Trophy for five consecutive years, including 1996! Our Recorded Accomplishment Rate (RAR) was calculated at 89.4 percent.

Quality Assurance

In preparation for the AMMT inspection, QA ordered and organized over 2,000 technical directives, reviewed all 45 managed and monitored programs, completed a full inspection of all slings and hoists, reviewed all 4790/51 records for accuracy and conducted an aggressive and comprehensive audit of all workcenters. Due to our close attention to detail, AIMD was rated as the "best afloat AIMD in the Pacific fleet in the past five years".

Battle Force Intermediate Maintenance Activity (BFIMA)

The CARL VINSON Task/Battle Group BFIMA effort set the standard during WESTPAC 96, where over 1,560 separate maintenance actions were performed for ships and helicopter squadrons in company. The current BFIMA program is a consolidated repair effort involving eight of CARL VINSON's departments and is coordinated by AIMD Production Control. At the start of the year, CARL VINSON decided to concentrate on the following areas to expand our repair and manufacturing capabilities and enhance task force operational readiness:

1) Equipment Upgrades. Aggressive coordination by AIMD with COMNAVAIRPAC and COMNAVSURFPAC resulted in authorization for additional Cal Standards, significantly enhancing our calibration capability. Additionally, AIMD is currently pending the delivery of Industrial Plant Equipment (IPE) which will greatly expand repair and manufacturing capabilities. Another key development was the installation of CHALLENGE ATHENA III combat service support, which provided high resolution imagery and radiography, Automated Technical Information System (ATIS) CD-ROM library access and digital data transfer from SIMA and NADEP facilities via SATCOM.

2) Repair Capabilities Listing. CARL VINSON developed a comprehensive BFIMA repair capabilities listing on hard disk which details NEC technical skills, IPE, electronic and electrical diagnostics, major industrial repair and fabrication potential of each BFIMA-capable work center. This was accomplished through intensive screening of aviation and surface SM&R codes, our locally developed Individual Component Repair List (ICRL), and expeditious repair (EXREP) induction and screening guidelines. This listing, which encompasses other CARL

VINSON Battle Group command skills, was used as a baseline in the development of a Fleet Core Capabilities Assessment. Additionally, an ongoing review of activity manning documents, current MSP/RAM and COSAL/AVCAL inventories, load list development and updating of BFIMA capabilities list were used to ensure manpower and material resources were available for assumption of additional BFIMA capabilities.

3) ADP Data Collection Capabilities. CVN-70 worked closely with CNAP and NAVMASSO to address inherent problems with the MRMS/ NALCOMIS hardware interface. The current system is not yet fully developed to process man-hour and cost accounting data. CARL VINSON was praised by COMNAVAIRPAC for its proactive approach to begin solving this fleet-wide problem. Additionally, CNAP's NALCOMIS Cost Analysis (NACA) and AIRPAC Financial Analysis Tool (AFAST) programs were incorporated and have been very helpful in AVCAL and SUADPS tracking and achieving cost management objectives.

4) Challenge Athena (CAIII). AIMD entered new territory in our application and expansion of automated data processing systems and began exploring avenues of information exchange and hardware interface which were unheard of until recently. As the crucial link in the Task/Battle Force Intermediate Maintenance Activity process, we were the repair center for 22 Task Group commands. We pioneered three excellent examples of this system's versatility; (1) We shot non-destructive inspection x-rays, processing them via CAIII to Balboa Naval Hospital and had them analyzed at the depot level; (2) gained access to the Aircraft Engine Management System (AEMS) via modem to transmit all our engine data, substantially reducing paperwork and man hours; (3) gained on-line satellite access to the Aeronautical Time Cycle Management program giving AIMD automated data retrieval access for SRC/EHR/AESR items.

We exploited and expanded CAIII to gain access to selected areas of the World Wide Web, including the aviation maintenance "Greenshirt" WEB. Additionally, AIMD personnel provided much of the technical knowledge and expertise that created a CARL VINSON Web Homepage that allows family members to view deployment photos and read about CARL VINSON's activities. AIMD formally requested establishment of work center 67E, to support the continued expansion of computer technology.

5) Aggressive Marketing Initiatives. AIMD hosted a highly successful BFIMA familiarization conference underway to ensure battle group customers were made aware of what was available. This was very helpful in assessing repair options and guaranteeing essential services for emergent operational repairs. At this forum, weapons system officers, maintenance officers and chief engineers from Battle Group commands discussed logistics, material functions, financial arrangements, ADP requirements and were given tours of facilities and demonstrations of our equipment. Due to our aggressive, proactive approach to fleet support, CARL VINSON was selected as the fleet Core Baseline Assessment BFIMA prototype. With the downsizing of both shore and afloat commands which reduces outside repair and return availability, we identified maintenance equipment and capabilities and investigated new sources of repair.

NALCOMIS/MRMS Interface

Despite the potential afforded by an interface between Naval Aviation Logistics Computer Management Information System (NALCOMIS) and the Maintenance Resource Management System (MRMS), there are still several problems in transferring data between the two systems. AIMD CARL VINSON took the lead in reviewing and suggesting design interface methods to improve maintenance and supply data access, collection, retention, and the generation of essential reports.

Pollution Prevention Initiatives (P2)

CARL VINSON was selected by the Chief of Naval Operations as the prototype Pollution Prevention (P2) program deck to evaluate 47 separate pollution prevention initiatives. AIMD played a major role in the usage, evaluation and data collection for Naval Surface Warfare Center. Through the coordinated efforts of AIMD and NSWC engineers, 90 percent of the initiatives were ultimately successful in the reduction of the HAZMAT/HAZWASTE waste stream. Some of the more successful initiatives within AIMD's realm include incorporation of laser particle counter technology to process over 5,200 hydraulic fluid samples, resulting in an 85 percent decrease in HAZWASTE and saved thousands of dollars in processing and disposal. Additionally, two aqueous parts washers were installed effectively eliminating 80 percent of all PD-680 use. We incorporated the use of 58 maintenance free gel batteries in support equipment, totally removing the older, less reliable and highly caustic sealed lead acid batteries from the maintenance pipeline. A glycol recycler for recycling anti-freeze from various tractors and forklifts and an aircraft spray paint gun cleaner were also two of the more successful initiatives that were used by AIMD.

Avionics/Armament Division

Achieved Zero Broad Arrows at the start of WESTPAC 96 and relatively low Broad Arrow average during entire cruise, as well as high RFI rate by all avionics work centers. Aggressively sought NAVAIR civilian Contract Maintenance Support (CMS) for E2-C Enhanced Main Display Unit (EMDU), F-14D Infrared Search and Track Sensor (IRST) and F-14D Functional Avionics Systems Tester (FAST). Our efforts resulted in the savings of \$90,418,236 in AVDLR charges.

Upgraded capabilities of Micro-Miniature (2M)/Cable/Connector Module and Test Repair Facility (MTRF). Installed PRC 2000 Soldering System, providing ability to work on state-of-the-art Surface Mount Technology (SMT). Processed a total of 73 repairs using SMT. Installed General Purpose Wire Tester, enabling testing of cables of up to 2,000 pin connectors in a matter of minutes. Developed six cable/harness repair test program sets, another three under development and five more under consideration. Processed a total of 5,441 repairs, saving \$16,583,285.

Accelerated validation of Consolidated Calibration Facility inventories and standards and established a calibration "fly away team" to make "house calls" to outlying ships and squadrons, significantly strengthening this important aspect of BFIMA repair. Merged all calibration support providing both electronic and physical gage cal and repair under one roof, reducing off ship cal requirements by 45 percent. AIMD processed over 5,400 items, 506 of which were BFIMA assets during WESTPAC 96.

Verified 19 F-14D unique Test Program Set's on Consolidated Automated Support System (CASS), previously supported on Functional Avionics Systems Tester (FAST) bench. Negotiated NAVAIR reinstallation of FAST bench. Provided personnel support of Test and Evaluation of CASS TPS's at Operational Test and Evaluation Squadron FOUR, Patuxent River, Maryland. Hosted Australian Tri Service Working Group for Automatic Test Equipment (TSWGATE) for NAVAIRSYSCOM in conjunction with USDAO Canberra.

Incorporated prototype Electrical Sub-Assembly Test Set (ESATS) capabilities into Battle Force IMA support system. Identified integrated logistics short falls, which when resolved, will improve Test Set support and capability fleet wide for CH-53, CH-46 and SH060 helicopters.

Ground Support Equipment Division

Maintained 97.4% equipment availability rate throughout WESTPAC 96 deployment and an aggressive work-up cycle. No sorties were lost due to support equipment availability.

Major contributor to the Pollution Prevention (P2) initiatives. Heavy use of Aqueous Parts Washer eliminated use of harmful petroleum based solvents. Oil Filter Crusher drastically reduced solid waste produced during planned maintenance. Replaced lead acid 'slab' type batteries with maintenance free 'gel' type batteries, eliminating lead and mercury contaminated waste water while improving equipment availability and readiness. Use of Ethylene-Glycol recycler eliminated antifreeze waste while regenerating engine coolant. Incorporated use of Pall Land Marine centrifugal fluid purifiers, removing contamination from hydraulic systems, drastically improving reliability.

General Maintenance Division

Remanufactured 3 damaged F-14 aircraft fuselage panels, rebuilt an F/A-18 aileron supporting channel structure after it received major damaged, and repaired four EA-6B radomes using a new fiberglass gel injection procedure, two of which were damaged Supply department stock assets. Completed major Non Destructive Inspection Dynamic Component Bulletin 91 for SH-60 rotor head inspection for seven surface combatants while underway in the Persian Gulf.

AIMD NOAP Lab was selected to perform the final field evaluation of the new BIO-RAD Fourier Transform Infrared (FT-IR) "Oil Analyzer" during WESTPAC 96 and was the first carrier to deploy with the new SPECTROIL M, a state of the art, computer aided, optical emission spectrometer that is specifically designed for the analysis of metals in lubricating oil. During deployment, the NOAP Oil Lab processed over 1,900 oil samples for possible contamination, 370 or approximately 25 percent, were from shipboard closed loop lubrication systems from various combat surface units with the Task/Battle Group.

AIR DEPARTMENT

The Air Department's complex mission is simply stated "To sustain carrier flight operations with a highly proficient team that safely and efficiently moves, launches, recovers, and fuels embarked aircraft." To accomplish this mission, the Air Department sought and achieved unprecedented milestones in areas of training and readiness, and in the safe execution of their demanding duties. Creativity, interdepartmental and Air Wing cooperation, safety awareness and a rigorous qualification program ultimately resulted in CARL VINSON's most productive deployment.

The success of 1996 deployment began with the effective training and assimilation of arriving personnel. Experienced and new Aviation Boatswainsmates gelled into a team during the arduous work-up cycle with the help of FLEETEX, JTFEX and Battle Group Refresher Training underway periods. The CARL VINSON/Air Wing team logged 2800 day and night traps, practiced 24 hour alerts, and simulated combat surge operations during these exercises. During the heaviest days of flight operations, the department's Fuel Division, V-4, set a new record by pumping 285,573 gallons of JP-5 fuel in a single day. Additionally, the V-2 Catapult and Arresting Gear Division scored an "Outstanding" in the pre-deployment Aircraft Launch and Recovery Maintenance Program Inspection, and the 3-M Inspection received an "Outstanding" 99.1 percent overall score and a Readiness Accomplishment Rate of 97.3 percent. It was with great pride that this department painted a "hashmark" on the Yellow "E" indicating receipt of their second consecutive Air Battle Efficiency Award.

The 1996 Arabian Gulf Deployment was one of the most successful in this command's Air Department history. The Flight Deck performed 34,420 aircraft moves during the deployment, supporting 10,270 launches and recoveries. The Crash and Salvage Team effectively responded to 318 actual emergencies - ranging from hung ordnance and engine fires to fuel spills and total hydraulic failures. The V-2 Division's mishap-free launch record accomplished 13,854 launches for the calendar year. Throughout the deployment, they maintained the catapults and arresting gear operational readiness at an impressive 99.8%. The Hangar Deck Division, V-3, completed 4,781 aircraft moves and 1,619 deck edge elevator runs for the year. The Air Department team was essential to the success of Operation SOUTHERN WATCH - the enforcement of the no fly zone over Iraq - and combat operations in DESERT STRIKE. The Fuels Division maintained its highest operational readiness during this arduous deployment. Their excellence in readiness made possible the receipt of 19,590,415 gallons of JP-5 jet fuel and 16,100 gallons of catapult lube oil during 21 fueling-at-sea evolution's. During one underway replenishment, the Fuels Division received a record-breaking 1,454,705 gallons of jet fuel in one day! Throughout the deployment no fixed wing or helicopter launches were delayed for fuel. CARL VINSON served as an international showcase in the ports we visited. Both the Flight and Hangar Deck Divisions extensively cleaned, painted and prepared for large receptions in Hong Kong, Singapore, Muscat, Oman and Hobart, Tasmania - hosting over 580 Distinguished Visitors and guests.

Upon the CARL VINSON's departure from the Arabian Gulf in October, the Air Department continued to operate safely and efficiently while also preparing for the November

CINCPACFLT Change of Command held in Pearl Harbor, Hawaii. The preparations were executed flawlessly throughout the return, with almost every Air Department space receiving new paint, tile or rehabilitation. The flight deck's visual landing aids, island structure and catwalks all received superb attention for the ceremony.

Another major program the Air Department shouldered was the overall responsibility for the upcoming Planned Incremental Availability scheduled for Bremerton, Washington. The department coordinated hundreds of shipwide improvements, in addition to its own reconfigurations and space upgrades.

Throughout the year, the Air Department's Executive Steering Committee sought to identify critical processes where needed improvements could yield significant safety and operational benefits. The use of Quality Management Boards (QMB) and process studies had already been proven before deployment when the V-4 Fuels Division's Communications QMB was formed to improve the process of underway replenishment. Other improvements resulted from an Aircraft Canopy QMB that studied the effect of jet blast and rotor downwash on open canopies, and manpower QMB that ensured fair and equitable distribution of new Airman.

Despite a high turnover of personnel over the 1996 calendar year, the Air Department team grew stronger. Over 90 personnel were advanced in rate this year, and 30 individuals committed themselves for further service by re-enlisting. The Air Department's Administration Office processed over 350 personal awards, including End of Cruise and End of Tour Navy and Marine Corps Commendation and Achievement Medals or Flag Letters of Commendation. Noting the hard work and extremely dedicated service that the Air Department's sailors provided, these awards were clearly well-deserved.

The Air Department's service extended well past that needed to support combat flight operations and hangar bay ceremonies. The Fuels Division participated in the Personal Excellence Partnership Program by adopting the Paden Elementary School in the local area. Their personal efforts assisted in much needed site beautification and children's sports programs for the school. The Air Department was also a key contributor to the Spring storm damage clean-up to San Francisco's Golden Gate Park, and the Alameda Clean-Up Program. As a symbol of community service, the Air Department coordinated the CARL VINSON's "Departure From Alameda Program" - ultimately leading to a community open-house hosted on the hangar bay and flight deck - a final salute to our gracious hosts in the Bay Area.

Chaplain Department

Library

The Chaplain department made great strides in accommodating the needs of the 5,500 member crew of CARL VINSON, embarked air wing and staffs. Services, new equipment and programs, and extended library hours were all steps taken in an effort to further the educational needs of the crew while making the WESTPAC-96 cruise more enjoyable.

Hardbound collections are made available to the crew in a sizable circulation area of the library. An innovative library software program was installed listing the entire library collection of books and other reference material on two computer systems. Included in the listing are 8,000 hard-bound books, 26 multi-media CD ROM's, 197 music CD's, 69 magazine subscriptions, and 75 video tapes. The program also provides statistical information for determining the most popular items to track overdue materials.

The library is a multi-media center that consists of a VCR/TV combination to view tapes or videos received from home. Also, a camcorder is available to record video messages to friends and loved ones at home. These services provided an immense boost to morale, and contributed to the establishment of live teleconferencing with dependents while on cruise.

General access computer systems supported crew members by providing educational and entertainment packages, and allowed sending letters home via E-mail. PACE support is provided by the installation of six individual computers in the crews' lounge.

Chapel

The Chaplain department provided comprehensive religious programs by offering services for seventeen faith groups. Various worship services are offered daily, biweekly or weekly to meet the needs and schedule of the crew. The three Chaplains' faith groups are Roman Catholic, United Methodist, and Greek Orthodox. During the final two months of the deployment, the Destroyer Squadron Five Chaplain, a Presbyterian, reported on board and assisted in divine services. Lay readers from other denominations and faith groups offer the following religious services: Iglesia Ng Cristo, World Harvest Video, Navigator's Bible Study, Seventh Day Adventist, Latter Day Saints, Praise the Lord, Promise Keepers Bible Study, Islamic Jumah Prayer, Christian Prayer Group, Shabat Jewish Worship, Strong Heart Warrior, and Search for the Truth.

The Chaplain department expanded far beyond the bounds of formal services. Bible studies and religious instruction programs were additional opportunities for spiritual growth. Suicide Awareness Briefings were offered to crew members during Familiarization and Indoctrination briefs along with Taylor Johnson Temperament Analysis surveys. The Protestant and Catholic choirs were very active, each enhancing the worship service of their respective service.

All Chaplains spent endless hours canvassing the ship, reaching out to all personnel by visiting them in their spaces. If only to stop by for a minute to share a smile and say hello, morale was boosted by the chaplains taking a moment to listen to the needs of the crew. Evening prayers were offered nightly when the ship was underway. Prayers for every edition of the EAGLE were submitted on a rotational basis.

The comfortable space of the Chapel supports 40 people and accommodates a variety of worship needs with its open and multi-purpose design. The Fo'c's'le and First Class Mess were also used to hold various services depending on the schedule and space required.

COMMUNICATIONS DEPARTMENT

The "Voice of The Gold Eagle" continues to be in the forefront of Command, Control, Communications, Computers, and Intelligence (C4I) support to the warfighter. During CARL VINSON's turn-around training cycle and WESTPAC 96 deployment, the Communications Department excelled in all areas, delivering consistently superior communications services to a myriad of users.

C4I Support Systems Planning, Employment and Initiatives

During WESTPAC 96, CARL VINSON successfully demonstrated the utility of cross-link communications capabilities using the USAF Military Strategic Tactical Relay Satellite (MILSTAR-1), cross-linked to MILSTAR-2. The cross-link provided direct EHF satellite communications connectivity between the embarked Afloat Planning System Detachment Pacific (APSPAC), and the Cruise Missile Support Activity Pacific (CMSAPAC) located at Headquarters, United States Commander in Chief, Pacific Fleet (USCINCPACFLT). This was the first ever proof-of-concept demonstration between an operational afloat planning staff and CSMA, providing near real-time command and control capability supporting TLAM mission planning and execution.

The Communications Department identified previously unreported Extremely High Frequency (EHF) satellite earth coverage problems on the Ultra High Frequency Follow-On EHF Satellite (UFO-E) in the Fifth Fleet AOR. Extensive testing and reporting was conducted to assist Naval Research and Development (NRAD) and Navy Space Operations Command (NAVSOC) in isolating the problem and in developing a software patch to correct previously corrupted data which was degrading the EHF section of the UFO-E payload.

CARL VINSON was the first West Coast aircraft carrier to demonstrate the Challenge Athena III Commercial C-band Satellite System. All objectives were achieved, and a number of recommendations were provided which have already been incorporated by program sponsors in future system design. Self imposed goals for system employment were:

1. to maximize and evaluate system utility through "flexing" of installed equipment and communications capabilities
2. to refine existing and develop new shipboard system management, operating and reporting techniques
3. to demonstrate, document and incorporate new ideas and applications for system employment
4. to fully integrate system operation with onboard Super High Frequency (SHF) satellite communications baseband equipment and communications capabilities to demonstrate a "mutually supporting" concept between SHF and commercial C-band systems.

WESTPAC 96's success demonstrated that Challenge Athena III added a new dimension to carrier Task Group command and control capabilities. When integrated into existing shipboard capabilities, near real-time uninterrupted voice, data, video and imagery support was provided to the ship and embarked staffs throughout the deployment. Additionally, several other

initiatives were successfully demonstrated, they included:

1. Activation of the largest local area network afloat through connection to the NIPRNET, providing not only official and unofficial electronic mail access, but also World Wide Web access and connection to numerous electronic bulletin board and home page services previously unavailable to a deployed ship.
2. A Navy first, morale video-teleconferencing between crew members and their families at NAS Alameda, California, and Bremerton, Washington.
3. Proof-of-concept demonstrating the capability to activate a commercial video-teleconference between Georgia College, Milledgeville, GA., and CARL VINSON while underway in the Arabian Gulf. This initiative demonstrated the ability of an institution of higher learning to provide interactive education to a deployed ship through real-time distance tele-learning.
4. Provided both electronic mail and telephone connectivity to ships in company when within line of sight range. Procedures were developed for using the installed Task Group Cellular Telephone System to accomplish PC-PC data transfer and voice interface to the CARL VINSON at-sea MITEL telephone switch.

5. Developed procedures for processing Streamlined Automated Logistics System (SALTS) data via Internet, eliminating the need for transferring SALTS data via INMARSAT. SALTS data transfer was accomplished quickly and without cost.

CARL VINSON coordinated with COMNAVAIRPAC and systems commands to receive funding and approval for previously unprogrammed communications installations and upgrades in the main communications spaces. These upgrades included low level and multi-pin patch panel conversion, Navy Order Wire (NOW) system, and complete refurbishment of audio transfer switchboards. Not only did these upgrades significantly enhance the C4I support capabilities, but provide required upgrades to support electronic installations scheduled for the ship's FY-97 Planned Incremental Availability (PIA).

CVN-70 Communications researched and developed detailed future fleet wide configuration and training requirements for SHF and EHF satellite C4I support systems for both Navy and Joint operational requirements. These recommendations have been favorably endorsed by COMNAVAIRPAC staff and validated by the ISIC. Several of these initiatives were instituted during the WESTPAC 96 Deployment.

A paperless message processing system was fully implemented to provide electronic message traffic to all ship's company, embarked staff and squadron subscribers onboard CARL VINSON. The system fully automates online processing of both classified and unclassified message traffic, inport and underway, allowing near real-time electronic delivery of information to individual users. In addition, subscribers are also capable of delivering originated unclassified messages via electronic means directly to the communications center for processing and transmission.

During operations in the Fifth Fleet AOR, a fleet-wide joint interoperability problem associated with the Joint Deployable Intelligence Support System (JDISS) was identified by CARL VINSON. The message traffic generated by the discovery caused the issue to be raised to the Unified and Fleet Commander level for resolution. Fleet-wide procedures have now been implemented to ensure that ships are capable of operating joint systems using a common engineering standard, thanks to CARL VINSON's attention to detail.

CVN-70 Communications provided superb support to multiple operating units during the turn-around training cycle. During the Comprehensive Training Unit Exercise and Intermediate Training Assessment (COMPTUEX/ITA), as part of an advanced concept technology demonstration, CARL VINSON was the first to integrate a Predator medium range Unmanned Aerial Vehicle (UAV) into carrier operations. This enormously successful exercise was evaluated as a most significant milestone in bringing new C4I capabilities to deployed warfighters.

During Fast Reaction communications drills, CARL VINSON successfully passed 1 of 1 Beard Iron and 2 of 2 White Pinnacle drills. As the CARL VINSON Task Group

Communications Control Ship (CCS), assisted in relay of "Times of Receipt" with fast reaction communications drills for other Task Group ships on numerous occasions. Successfully passed CMS Inspection in August 1995, receiving a grade of SAT.

CARL VINSON executed flawless C4I systems support for Operations Southern Watch, VIGILANT SENTINEL, Desert Strike, Maritime Interception Operations, and Exercise RUGGED NAUTILUS. For RUGGED NAUTILUS 96, a full fledged JFACC Afloat was planned and set up. Commander, Carrier Group One personally commended CARL VINSON Communications for the superb support provided during this high visibility exercise.

During Operation Desert Strike, the department was cited by the Chief of Naval Operations (N8) for the superb command and control support provided to the TLAM Area Coordinator.

Radioman TAD support was provided to the USNS TIPPECANOE during the entire WESTPAC deployment. Support was mission critical, providing required communications expertise onboard TIPPECANOE while operating in the FIFTH FLEET AOR as a member of Task Force 53 Combat Logistics Force.

C4I Installations and Upgrades During CY-96

In coordination with the Electronics Material Officer, the following C4I upgrades were planned, monitored, and operationally pre-tested based on test plans developed and executed by Communications Department personnel.

- Joint Forces Air Component Commander (JFACC)/Contingency Theater Automated Planning System (CTAPS).
- Challenge Athena (CA-III) Commercial C-band Satellite System.
- TG Cellular and Telular System (Motorola PCS-801).
- Audio Transmit/Receive switchboard refurbishment.
- Navy Order (NOW) System.
- SHF SATCOM Seven Foot Antenna Installation.
- OE-82C/WSC-1 Antenna Modification.
- Low Level and Multipin Patch Panel Conversion.
- Battle Group Information Exchange System (BGIXS) II.
- Satellite Link (SATLINK) 16.
- Satellite Link (SATLINK) 11.
- SHF Baseband Upgrade (additional Timeplex nest).

Comprehensive and thorough test plans identified various deficiencies in the above systems which were subsequently corrected by contractor personnel. This resulted in minimal system degradation during deployment, ensuring the highest quality communications support to system subscribers.

Quality of Life, Personnel Qualifications, Community Involvement and Educational Initiatives

Four personnel qualified in Enlisted Surface Warfare (ESWS) and one qualified in

Enlisted Aviation Warfare (EAWS). Ten additional sailor's in the department are working toward ESWS qualification. Several personnel are involved in community activities, including fund raising and underprivileged individual assistance. Numerous personnel enrolled in post-secondary level educational programs including the Program for Afloat College Education (PACE).

Working closely with the ship's Public Affairs Office, communications internally and externally were revolutionized during the second half of the year thanks largely to the Challenge Athena suite. Areas in which the crew saw major enhancements included:

Afloat Personal Telephone Service

Commonly referred to as Sailor Phones, the ship has made direct access to loved-ones back home available for Sailors. All that is needed is a phone card which can be purchased at the ship's store. It costs about one dollar per minute, and crew members can call any time in port - or underway! There are up to ten lines available at one time for use by the crew, and the caller directly reaches an English speaking operator. During deployment, the ship's store sold more than 50,000 ATT Global Prepaid Phone cards, each containing 20 minutes of calling time. That translates to 1,000,000 minutes, or 16,667 hours, of calls home during the deployment.

CARL VINSON Web Site

Recognizing the distinct technical advantage CARL VINSON has with respect to electronic information, combined with the high level of internal and external interest surrounding the ship's actions during Operations Desert Strike and Southern Watch, crew members launched the CARL VINSON home page. It was specifically developed to help disseminate images and information in response to the high level of family and public interest in the involvement in world affairs. The web site included exclusive stories and images of sailors taken by sailors in dramatic, same-day coverage. It drew immediate acclaim and attention, and leading commercial home pages such as CNN Interactive and MSNBC placed links to the CARL VINSON home page. This budding media has the potential to become a leading means by which information is given to internal and external audiences.

E-mail

The ship has more than 600 computers with direct connection to Internet, and the network services more than 2,000 e-mail accounts for Sailors and Marines aboard the ship. Not only can a significant amount of official ship's business be transacted through these accounts, this is the crew's favorite and the single greatest contributor to the outstanding morale aboard. Not only can a significant amount of official ship's business be transacted paperlessly, but crew members can interface regularly with loved-ones back home right from their desk top computer. The ship sent and received more than 1,200,000 electronic mail messages during the deployment. By all accounts, this is the crew's favorite and the single greatest contributor to the outstanding morale aboard.

Local Area Network (LAN)

The internal computer connectivity has also revolutionized the way the crew communicated internally. The total number of LAN notes approached the 5 million mark during the deployment. Besides notes between crew members, the LAN offered significantly improved

access to electronic information. Made available on the "public" drive were subscriptions to the Navy Wire Service, NAVNEWS, daily copies of the Early Bird, and public subscriptions to various web wire services. It is known as The Gold Eagle Network. Currently, there are 3,603 individual users reachable through the network, and that does not even account for personal e-mail accounts. Undoubtedly it is the world's largest afloat network.

Digital Imagery

The ship can take a photograph and fire it across the world electronically, and share that image with anyone. This not only has significant intelligence applications, but can also provide the media and public real-time images from the front lines. Many of the photos from Operations Desert Strike and Southern Watch seen by the American public on the front pages of newspapers and magazines were made available to the media with this system. The system has directly and decidedly given the ship a competitive edge in successfully marketing stories and images of the ship's crew and operations.

World Wide Web Access

The ship also enjoys access to the Internet's World Wide Web (WWW), through use of new technology called Web Proxy Server. An example of its use is how real-time news information is taken from the web and included as part of the ship's daily underway newspaper. Prior to gaining access to the WWW, news reports were usually two or three days old before the crew would receive published reports. The crew is now reading about the news the ship is making as it happens. It is important to note, however, that the ship's Internet capabilities are not solely the result of Challenge Athena III, but rather the ingenious development of the ship's computer network constructed by the ship's automated data processing crew. Interface is possible with the Internet both with and without the CA-III system, and routine use of other communications satellite methods when CA-III is taken off-line for maintenance.

Another advantage to this system has been the ability to review media reports minutes after they were filed by reporters who were embarked while the reporters are still on board! This allowed for some corrections of errors in fact and immediate feedback on how to better develop communications strategy while the media was reporting on the performance.

Combat and Information Systems Department

CARL VINSON has recently reorganized and consolidated the traditional CVN Communications Department, Operations Department Electronics Material Officer organization, and the Supply Department's S-7 Automatic Data Processing functions. These activities have been united to form the Combat and Information Systems Department (CISD). The CISD Department Head, designated as the Combat and Information Systems Officer (CISO), is responsible for the maintenance, operation (not including tactical employment), integration, configuration control (hardware/software), data management, network management, security, and distribution of the ship's non-propulsion, non-avionics electronic and combat systems information processing and electronic equipment and systems. To optimize and tailor department support, quarterly process review standards have been established to ensure optimal support is provided to operators and other users relying on information systems support. Our goal is to continually refine internal department organization and responsibilities, developing an

organization which can be used as a model for future fleet initiatives.

DECK DEPARTMENT

CARL VINSON Deck Department has had a banner year in 1996. Beginning with pre-deployment training and qualification, including JTFEX and FLEETEX 96-1A, through the six month deployment to the Arabian Gulf, all deck evolutions were conducted in a safe, professional manner.

CARL VINSON participated in 39 underway replenishments for the transfer of fuel (receive and deliver), full ammunition on-load and off-load, and stores. These evolutions were conducted during day and night operations in a variety of weather conditions and sea states. Deck Department performed 10 anchorages and 18 pier moorings/departures in a variety of locations in the eastern/western Pacific and Arabian Gulf. Numerous launches and recoveries of motor whale boats, Captain's gig, and Admiral's barge were made without incident.

Additionally, the CARL VINSON is known fleet-wide for its exceptional cleanliness and preservation. Deck Department personnel, including side cleaners and ship's spray team, are major contributors to this much-deserved reputation. CARL VINSON's forecastle has been lauded by several senior naval officers and foreign dignitaries as "the best they've ever seen."

DENTAL DEPARTMENT

The year of nineteen hundred and ninety six was a productive one, once again, for the Pacific Fleet's finest Dental Department. In excess of 7,300 patient seatings resulted in the delivery of over 66,000 dental procedures for ship, air wing and other personnel. During nearly eight months of time at sea, the Operational Dental Readiness (ODR) of ship's crew and embarked personnel increased to a record 93% and patients requiring urgent care were reduced by 66%.

Dental also supported the ship's mission in other ways. Many long hours on numerous taskings culminated in April with the pre-deployment Dental Readiness Exam (DRE). This inspection resulted in this year's highest grade for a west coast carrier and glowing comments from the inspection team. April also saw installation of first shipboard dental application of the Challenge Athena System, including an intra-oral camera for video teleconferencing. In May, we alleviated a critical personnel shortage aboard USS CAMDEN by re-assigning DN [REDACTED] to her during the first two weeks of deployment. In addition, we provided emergency dental services for crew members from several US Naval vessels assigned to the Arabian Gulf and more routine services for Task Group ships during port calls. Dental also completed two highly successful maintenance and administration assist visits with USS CAMDEN and ASU/SWA, Bahrain, as part of the Battle Force Intermediate Maintenance Activity (BIFMA). Of additional historical import, CDR [REDACTED], the first female permanently assigned to USS Carl Vinson, reported to the department in August. Dental received a new leader when CDR [REDACTED] turned the department reins over to CDR [REDACTED] in October.

Individual honors were plentiful; here is a sample of the more significant achievements. LCDR [REDACTED] was promoted to his current grade and DT3s [REDACTED] and [REDACTED] were advanced to their current ranks. CDR [REDACTED], CDR [REDACTED], and LT [REDACTED] achieved Surface Warfare Medical Department (SWMDO) qualification. The Enlisted Surface Warfare Specialist (ESWS) qualification was achieved by DTC [REDACTED]. Education was also a priority with everyone participating in some form of learning. CDR [REDACTED] achieved Diplomate status from the Board of Oral and Maxillofacial Surgery and LCDR [REDACTED] completed all requirements for Fellowship in the Academy of General Dentistry. DTC [REDACTED] completed all requirements for his Bachelors Degree in Business Administration. Finally, the department was honored by having two members chosen as sideboys for the CINCPACFLT Change of Command.

ENGINEERING DEPARTMENT

1996 was an exceptionally busy and stressful year for Engineering Department with final deployment preparations an, exceptionally arduous six month deployment, preparations for changing home port, and planning for the 1997 Planned Incremental Availability. Each of the five major divisions, Auxiliaries, Electrical, Damage Control, Maintenance, and 3M, played major roles in each of these phases of our operations throughout the year.

Engineering provided reliable electrical, interior communications, air conditioning, fire main, potable water, hot water, steam, sewage, and various repair services to the ship and air wing throughout the year. As a major component of the Battle Force Intermediate Maintenance Activity (BFIMA), we provided repair and technical assistance services to other members of the CARL VINSON Battle Group and to other units operating in close proximity.

The primary focus of Engineering Department remained customer service in providing reliable utilities, accomplishing timely and quality repairs, and improving quality of life.

Auxiliaries Division

The first months of 1996 were spent preparing for our 14 May deployment. CEMAT, the Carrier Engineering Material Assistance Team, spent nearly the whole month of April grooming and repairing Auxiliaries systems and training CARL VINSON sailors on these systems.

Auxiliaries Division performed extremely well on the 3M Inspection with a divisional score of 98 percent. All spot checks performed during the inspection were graded satisfactory by the inspection team.

During the pre-deployment work up period and in preparation for the high heat, humidity, and sea water temperatures anticipated, Auxiliaries Division:

- Procured and utilized a state of the art combination hydroblast and mechanical tube cleaning machine to ensure all refrigeration and air conditioning condensers were in peak operating

condition prior to entering an environment which routinely causes major fouling of these condensers. Eleven condensers were cleaned over the course of the deployment. This process was so successful that it was later utilized under the auspices of BFIMA for cleaning condensers on several other battle group ships.

- Worked closely with the Air Conditioning and Climate Control Investigation Team (ACCCIT) which provided outstanding training and support in the areas of air conditioning, ventilation systems, fan coil units, and the calibration of space thermostats. ACCCIT visited Carl Vinson while the ship was underway between Yokosuka and Hong Kong.

Our creativity and resourcefulness were required to an even greater extent during the deployment, with air temperatures reaching 120 degrees, humidity near 100 percent, and sea water temperatures reaching 104 degrees during the height of the Arabian Gulf summer. All nine A/C Plants were run continuously for the nearly four months CARL VINSON was in the Arabian Gulf. Specifically:

- When all nine air conditioning plants, which are designed for a maximum of 85 degree sea water temperature, began to falter in 95 degree sea water, a plan was devised and executed whereby a flow reducing orifice was removed from each condenser which allowed greater sea water flow, increased heat transfer, and improved plant efficiency. With this temporary modification, all units operated at peak efficiency, keeping the ship cool. As a result, an alteration was proposed to make the modification permanent and applicable to other ships of the class.

- In the heat and humidity, fan coil unit air filters were required to operate at 100 percent efficiency. Commanding Officer CARL VINSON authorized the temporary removal of tag out requirements for cleaning fan coil unit air filters, allowing the replacement of dirty air filters as needed vice monthly in accordance with PMS and without the interruption of critical air conditioning to both equipment and personnel. An additional benefit was prevention of a severe manpower burden that would have been imposed by the decreased periodicity of the maintenance. The PMS feedback report generated as a result of this initiative was implemented fleet-wide.

Creativity and solid engineering practice were also required to allow the ship's O2N2 generating plants to operate in conditions well beyond design parameters. Temporary chilled water cooling was provided to the system air compressors, allowing the continued uninterrupted production of cryogenic products for CVW-14 units supporting Operation Desert Strike.

Under the auspices of the BFIMA, Auxiliaries Division accomplished numerous and wide ranging repairs to battle group assets, including fly away repairs on several air conditioning and refrigeration systems and the exportation of our condenser cleaning technology.

The catapult shop supported a record operational tempo, with 10,934 launches completed and over 100 corrective maintenance actions completed with zero lost flight hours due to steam catapult casualties.

Number 2 Aircraft Elevator Main Engine was disassembled and rebuilt at sea in order to repair a leaking O-ring. Successful completion of this complex repair demonstrated both high confidence in the Aircraft Elevator shop and Carl Vinson's ability for self repair. O-ring failure was the number one maintenance problem experienced by A Division during the deployment. Overall, 33 Accumulator seals and 57 High Pressure Air seals required replacement on elevators 1-4 during the course of the deployment.

Elevator 1 sustained serious structural damage during an incident involving inadvertent operation of the elevator with a lock extended, placing the elevator out of commission for the last month of the deployment. Repairs were completed pierside Alameda in conjunction with recabbling numbers 1, 3, and 4 elevators as an early completed PIA job.

Two personnel were qualified Enlisted Air Warfare Specialist (EAWS) during the deployment.

Electrical Division

This year was especially busy for the electricians and interior communications electricians of E Division. Workload included the normal volume of routine trouble calls, ship wide inspections that involved the division, detailed grooms of systems and equipment in preparation for deployment, several one time special projects, and a major contribution to the battle force IMA.

The division's normal operations included the repair, upkeep, and upgrade of ship's 440 and 110 volt power systems and the hundreds of pieces of electrical rotating machinery. Over 300 power restoration and lighting system repairs were completed during the year. Additional receptacles were added to 25 staterooms to support an ever increasing reliance on electrical equipment, primarily computers, to all ten repair lockers to support new and advanced DC equipment, and to the ship's gym facilities to support additional equipment. E division was tasked to perform major upgrades to service in the five ship galleys to alleviate chronic circuit overloads resulting in blown fuses and class C fires. Significant repairs were required to the 4MC and 5MC announcing circuits and the wind speed indicating system. Pit sword replacement was required twice when the sword became jammed and had to be jettisoned. We experienced costly and time consuming failure of numerous sensors in a prototype hydrogen sulfide detection system.

The 3M inspection held double significance for Electrical Division. The division earned an overall grade of 96.7% for divisional maintenance. The ship wide electrical safety program, under the overall management and responsibility of E Division, was separately inspected as a part of the 3M inspection and was graded effective. The shipboard degaussing system was inspected as part of the Mine countermeasures Readiness Inspection. Some initial material problems were corrected and the system was certified. Each run of degaussing ranges in San Diego and Pearl Harbor throughout the year was completed satisfactorily.

March and April saw numerous system grooms in preparation for the deployment. Systems that received particular attention included elevator E-call, air conditioning motors and controllers, underway replenishment equipment, deck machinery, ship's boats, and the aircraft engine starting stations (AESS). Fleet technical Support center assisted with a groom of the six 400 hertz motor generators and the control system. CEMAT and ship's company electricians groomed all four aircraft elevators and deck edge and hanger bay divisional doors.

Special projects supporting quality of life enhancements were a high priority immediately prior to deployment. The first major project was the electrical design and installation of the Gold Eagle Laundromat, a centrally located self service laundromat for use of the crew in washing civilian clothing and consisting of eighteen washer/dryer units and ten satellite units for officer/CPO usage. This project was so popular and widely acclaimed it has since been used as a model to develop a shipalt for installation on all ships of the class. The most popular quality of life enhancement was the installation of the AT&T Afloat Personal Telephone System (APTS) by ship's electricians and a private contractor hired by NEXCOM. Consisting of 10 phone booth type phones at a variety of locations throughout the ship, the system allows personal long distance calls via satellite from sea. Except for a few planned satellite service outages, the system was on line continuously and was widely utilized during deployment.

Electrical Division's Motor rewind Shop was one of the busiest BFIMA shops. The shop serviced 40 motor controllers and rewound 42 motors, nearly half for other battle force ships or units operating in our vicinity.

In a move to increase efficiency of management and in preparation for the impending merger of the EM and IC rates, the subdivisions of E Division, E2 and E3 Divisions, were eliminated and management was centralized.

Damage Control (R-2) Division

Damage Control readiness played a vital role in this year's operation at the "tip of the spear." Many man-hours were expended preparing for this year's deployment. Material readiness improvements and damage control training were our highest priorities and much progress was made on both fronts. The absence of any significant fire or flooding casualties throughout a very high tempo year attests to the effectiveness of the organization.

January through June saw renovation of all divisional work spaces. Most notable were the work center offices in which decking, storage, and workbench surfaces were renewed, resulting in increased efficiency and pride in work spaces.

In January the Damage Control Petty Officer (DCPO) work center implemented a new tracking system for work and parts to increase ship wide readiness. Weekly DCPO training was implemented to increase the knowledge level and technical expertise of individual maintenance men.

The fire marshal organization was extremely active in managing a Fire Watch Division varying from 32 to 75 personnel during six separate industrial upkeep availabilities. The efficient and effective organization not only prevented fires through training and vigilance but also avoided claims of delay by contractors through efficient and timely response to all requirements.

DC Division earned an overall grade of 98.6% on the 3M inspection in April, an indicator of the expert accomplishment of over 3300 scheduled maintenance actions. Ship wide the DCPO work centers scored very well on this inspection, with zero failures, demonstrating the effectiveness of the DCPO program.

The Chemical Warfare work center was extremely busy in May issuing flash gear and gas masks to the air wing and staff personnel when they embarked. This work center also installed a revised Allowance Equipage List (AEL) in all ten repair lockers and 25 unit lockers. Revisions in allowance of approximately 20,000 inventory items required precise record keeping and material management to ensure a high level of repair locker readiness was maintained.

Chemical Warfare also worked hard to maintain current inventories of chemical, biological, and radiological (CBR) equipment and clothing. All items with a shelf life expiring during deployment were systematically replaced resulting in 100% inventories on hand at deployment in May without the need to cross deck from other carriers.

The CO2 transfer system was relocated in June by the CO2 maintenance work center to the bulk storage space, eliminating the need to transport heavy CO2 bottles up two decks, increasing not only convenience of CO2 customers but also safety of servicing CO2 bottles.

DC Division personnel rebuilt over two hundred watertight doors between May and November to help maintain air conditioning and watertight boundaries. Parts were provided to DCPOs for the repair of an additional 400 watertight fittings. Overall the watertight integrity and air conditioning boundaries were improved over the course of the deployment.

The ship's DCPOs were trained and provided material to install Scotch foam over the ship's ventilation intakes. This concerted effort of many DCPOs in late June dramatically reduced the ingestion of dirt and sand in the dusty environment of the Arabian Gulf, improving habitability and protecting rotating machinery from premature failure.

The division sponsored the fifth annual Damage Control Olympics in late June to provide visibility to key damage control functions and provide a fun and competitive way to train and motivate personnel in shipboard damage control. AIMD recaptured the first place award from Engineering, last years winner, giving AIMD its fourth championship of the five that have been held. This year's competition drew participation of eleven teams, a record, and included an entry from the embarked COMCRUDESGRU THREE staff.

Damage control training was further enhanced by the issue of a revised damage control training booklet for issue to newly reporting personnel and a new instructor's manual to help trainers at all levels. Hands on training was provided through a series of DC Day training

sessions with multiple stations erected in the hanger bay as well as weekly demonstrations in the DC classroom. Over 40 specific tasks were set up for hands on training in specific tasks.

The twenty High Capacity and four Low Capacity foam generating stations were refurbished by the AFFF work center between June and August. This included rehabilitation of all labels for valves, switches, and actuators and the installation of relay operated battle lanterns at each station, correcting a long standing INSURV deficiency.

The CBR Bill and the Main Space Fire Doctrine were both revised in August to reflect the latest tactics, system modifications, and equipment changes incorporated on the ship, ensuring effectiveness of training and actual response if needed in these critical areas of damage control.

Training specific to Reactor plant casualties was stressed during September and October in preparation for the annual Operational Reactor Safeguards Exam (ORSE). This included main space fire drills and numerous Gold Eagle Flying Squad/ Rescue and Assistance Detail drills in main propulsion spaces. The Damage Control Training Team (DCTT) provided the scenarios and expertise to train the fire parties in proper response. The training paid off with a successful above average grade on the ORSE in October.

November and December were primarily dedicated to final preparations for the upcoming PIA.

Maintenance Division

Maintenance Division included the Maintenance Office, Repair Division (R-1), Maintenance Support Center (MSC), and Quality Assurance (QA). Supporting the maintenance philosophy of accomplishing maintenance in shorter, more frequent, less disruptive maintenance periods, the maintenance office scheduled and executed five depot level maintenance upkeep periods, four preceding and one following deployment, with jobs including installation of Challenge Athena satellite communications to recertification of the entire complement of life rafts to non skid on the flight deck and much in between. The post deployment availability include the recabling of three of the four aircraft elevators, replacement of all CHT pumps, and correction of several CASREPs.

Upkeep Dates	Jobs Completed
02 JAN - 30 JAN	346
22 FEB - 12 MAR	188
20 MAR - 10 MAY	246
22 APR - 10 MAY	172
19 NOV - 10 JAN	35
TOTAL	947

In addition, the Maintenance Office:

- Screened and tracked over 1400 Ship's Force Work List jobs for all shipboard departments and squadrons.
- Coordinated the repair of mission critical hull, mechanical, and electrical equipment for other ship's of the battle group in support of the BFIMA. A total of 33 jobs were accomplished.
- Performed a myriad of advanced planning tasks for the upcoming FY 97 PIA, including screening of over 4000 jobs, developing manpower requirements for ship's force work, developing organization and manning for the PIA Department, and conducting regular PIA planning meetings with all concerned departments to ensure adequate planning efforts and to take advantage of lessons learned from other carrier availabilities.

To provide a direct liaison with Puget Sound Naval Shipyard and ensure adequate planning of the extensive PIA work package, the ship's maintenance officer spent several months on temporary assignment in the shipyard, an investment that paid off even before the availability start.

Specific accomplishments of the component divisions of Maintenance Division include:

Repair (R-1)

- Spearheaded an extensive CHT system chemical cleaning process involving over 8000 ship's force man-hours and a contracted cost of approximately \$850,000 during April and May. This was the first application of this innovative process to an aircraft carrier and the first on a Pacific Fleet ship and led to a reduction of CHT system trouble calls of over 75%.
- Converted a crew washroom into the Gold Eagle Laundromat. Repair personnel planned, coordinated, and executed this enormous project involving 6 personnel each from pipe and shipfitters shops to remove existing sanitary fixtures and piping, outfit the space with required piping and brackets, and install 18 washer/dryer units. This project was hailed as one of the most significant quality of life improvements in recent memory. The Gold Eagle Laundromat was completed in May and was utilized extensively by the crew to launder civilian clothing throughout the deployment and after return to Alameda.
- Installed over 30 new non-tight doors on the)-3 level to restore air conditioning boundaries to design configuration in preparation for the hot Arabian Gulf summer temperatures. This effort by 6b personnel involved 1500 man-hours and proved extremely effective in maintaining adequate air conditioning throughout the deployment.
- Created a non-tight door repair tiger team to deal rapidly with any failure of air conditioning boundary doors. Over the course of the deployment, over 125 door repairs were completed.
- Modified crew's showers to allow use of standard low flow shower heads in port and when adequate potable water was available while still maintaining the hand held shower heads for use

at sea when water availability was restricted. This combination system was a significant quality of life improvement which still maintained water conservation capabilities.

- Outfitted all required shipboard safes with a new advanced X07 style combination lock as required by recent security requirement changes.
- Manufactured a variety of wood projects supporting BFIMA. Numerous shipping crates were manufactured for shipping electric motors and other components to customers.
- Performed emergent repairs to an MA2 Test Bench in AIMD. Normally considered a depot level repair, this corrective maintenance was completed by repair division machinery repairmen, allowing continued servicing of embarked F/A-18 aircraft supporting operation Desert Strike.
- As lead or assist shop, performed over 50 BFIMA repairs, including three fly away teams.
- Completed over 150 locksmith service requests including lock opening, lock replacement, and key manufacture.
- Completed over 3000 engraving requests ranging from simple name tags to complex computer aided engravings.

Maintenance Support Center (MSC)

- Manned by a cross section of rated personnel, served as the ship's central location for the collection and distribution of technical and COSAL information.
- Utilized the Automated Technical Information System (ATIS) installed in April to provide a battle group wide technical library, improving efficiency of CARL VINSON shops in the accomplishment of BFIMA jobs and providing battle group customers with complete and up to date technical information on installed systems.
- Processed over 30,000 Configuration Changes (CKs) documenting modifications to installed equipment and generated over 1000 problem worksheets to document deficiencies in technical documentation.
- Initiated and implemented a continuing equipment validation program to update and validate equipment files of over 150,000 items of equipment.
- Maintained over 8000 technical manuals supporting all departments' requirements for technical manual issue. Requisitioned 243 technical manuals and over 1200 drawings in support of new installations and preparations for PIA. Incorporated 235 tech manual changes.
- Incorporated over 4500 changes to the ship's COSAL, enhancing logistics support.

Quality Assurance

- Became the first afloat QA organization to implement the Joint Fleet Quality Assurance Manual, Volume V of the Joint Fleet Maintenance Manual, completing implementation while forward deployed and during the planning phase for the FY 97 PIA. This placed CARL VINSON absolutely at the forefront of current QA policy implementation.
- Updated the Quality Assurance Craftsman PQS, generating new qualification standards to meet the requirements of the Joint Fleet Maintenance Manual.
- Promulgated guidance and provided training over a broad spectrum of issues including command organization, training, personnel qualification, school availability, tests and inspections, departures from specifications, formal work procedures, and surveillance procedures to over 150 command QA personnel.
- Developed and implemented twenty detailed training and qualification lesson plans and standard operating procedures.
- Transferred local training records and qualification requirements to the departmental level as required by the revised QA procedures.

Maintenance and Material Management (3M) Division

The 3M Division experienced a busy year in preparation for and conduct of a formal inspection just before deployment, integration of CVW-14 into the ship's 3M organization during deployment, and monitoring PMS performance before, during, and after the deployment. Some specifics include:

- Coordinated an official 3M assist visit in January by the COMNAVAIRPAC 3M Team, followed by the formal biennial Type Commander 3M Inspection in April during the ship's Pre Overseas Movement (POM) period. Conduct of the inspection during POM, a period of both heavy last minute deployment preparations and high personnel leave rates, was a definite challenge but was successful. The ship earned an overall 3M Performance Rate of 93.26%.
- Implemented a system of cross departmental PMS spot checks by members of the 3M Education and Training Team (3METT) to enhance the credibility and effectiveness of maintenance action inspections.
- Hosted representatives from PERA CV who assisted MDS supervisors in the screening and grooming of the ship's CSMP in preparation for the upcoming PIA.
- Exploited computer technology by making all MIP and MRC documents available to network users and by commencing deployment of the automated PMS scheduling software (SKED).
- Participated heavily in a Quality Management Board chartered by the Engineering Department Executive Steering Committee to revise the Zone Inspection procedures to be more effective in maintaining material condition.

Overall, Engineering Department experienced one of the busiest but most successful years in recent memory. The goals set by the department were met in every case and 1996 is considered a successful year for the department.

LEGAL DEPARTMENT

The Legal Department's primary mission in 1996 was three fold: (1) to maintain good order and discipline, (2) to provide legal services to the command, crew, and embarked airwing, and (3) operation of the Gold Eagle 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 variety of issues; directed 7 Line of Duty and Command Investigations; handled 8 Congressional Inquiry responses and Freedom of Information/Privacy Act requests; provided Standards of Conduct training and advise on acceptance of gifts; facilitated creditor-debtor actions; tracked over 25 civilian criminal actions; responded to claims of spousal and family non-support; and coordinated the legal training of the command and airwing on numerous legal topics. The division processed over 557 nonjudicial punishment report chits, 17 summary courts-martial, 0 Article 32 Investigations, 2 Administrative Separations Under Other Than Honorable Conditions in Lieu of court-martial, 2 Administrative Discharges, 20 Administrative Discharge Boards, 1150 Notaries, 270 Powers-of-Attorney, 150 Legal Assistance cases, and 5 Command Investigations.

L-2 Division provided internal ship's physical security, including brow searches and military working dog (MWD) inspections; provided security for special evolution's and command functions; conducted physical security surveys and ship-wide security drills coordinating with Weapons Department and the embarked Marine Detachment; managed restricted 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 the command urinalysis program; registered personal property belonging to crew members; welcomed and processed ships visitors and contractors; installed and operated the Personnel Tracking System (PTS); developed a detailed customs plan, reviewing customs declarations and inspecting spaces for contraband; administered the command Crime Prevention Program; provided departmental training, including the shipboard Police Academy developed to train rotating TAD security personnel. L-2 Division processed 480 Incident Complaint Reports, involving 52 assaults, 96 larcenies, 36 unauthorized absentees, 40 drug related cases, and 22 drunk driving incidents, and conducted further detailed investigations on 121 of these reports. L-2 also processed 2,150 lock cuts for crew members and registered 726 items of personal property. The division issued passes to over 9,352 visitors and 3,016 contractors, tracked 177,577 crew member movements during foreign liberty ports of call using the PTS, and reviewed 5,171 customs declarations for accuracy and inspected 2,127 spaces for contraband. L-2 processed and managed 313 restricted personnel,

collected and processed 5,434 urinalysis samples, with 37 positive results reported by the San Diego Naval Drug Laboratory. They also conducted 16 command authorized MWD inspections to include the searching of 77 spaces and 2,495 bags. L-2 conducted over 87 scenario-driven security drills, 32 physical security surveys, 13 Police Academies of 56 hours each, and provided over 7,300 man hours of additional security and general military training.

L-3 division safely operated the ship's Brig in accordance with current instructions. Provided prisoner escorts to and from courts-martial, and prisoner appointments; coordinated confinement in-processing of 15 courts-martial prisoners, and 21 bread and water prisoners. The ship's Brig processed one pre-trial detainee.

MEDICAL

The first half of 1996 was devoted to inspections and work-ups to prepare for the Western Pacific/Arabian Gulf Cruise. The department performed extremely well making department eligible for the Blue "M" for medical excellence for the fourth consecutive year.

Training was conducted throughout the year, the Medical Department evaluated 80,784 outpatient and 145 inpatient visits:

Prescriptions filled.	19,718
Immunizations	4,891
Laboratory tests	36,432
Radiographs.	1,530
Electrocardiograms	391
Audiograms	1,860
Physical examinations	3,463
Surgical procedures	168

Challenge Athena was installed with a telemedicine package that included: internet access allowing article review, pathology/microscope camera, slit lamp camera, endoscope camera, dermatology scope, video teleconferencing, otoscope/opthamoscope camera, and teleradiology package. The system was a clear factor in preventing unnecessary MEDEVACS and expediting others.

The Senior Medical Officer provided a monthly Task Group Newsletter to medical departments assigned to all the ships in the battle group.

During WESTPAC 96 the department had a turnover of khaki personnel which include the Ship's Surgeon, Medical Administrative Officer, and an Administrative Chief Petty Officer.

"Women at Sea," issues were addressed during the year. The female Authorized Medical Allowance List (AMAL) and the unique medical requirements for female sailors in an operational environment were reviewed.

The year ended with our return to home port 14 Nov 96 for a well earned stand down and holiday leave period.

Wellness Program

The Health Promotion Program is implemented through departmental support, POD notices, ship's paper articles, Task Group Medical Newsletter, TV, ship's radio station, individual counseling and the ship's Fam & I course. The following is a list of topics included in the CARL VINSON Health Promotion Program: physical fitness and sports, tobacco use/prevention, nutrition education/weight control, alcohol and drug abuse, back injury prevention, high blood pressure and cholesterol, stress/anger management, suicide prevention, personal and dental hygiene, sexually transmitted diseases, HIV and Aids awareness, immunizations, and child safety.

The Medical Department has also conducted three Health Promotion fairs this year. Four (two week) stress/anger management courses were offered during WESTPAC 96 to ease help ease tensions resulting from the number of days at sea and lack of port calls. Videos, training aids, and brochures are also provided to enhance the current Health Promotion Program.

Tobacco use was addressed at all levels throughout the command. The Medical Department initiated a program to document tobacco use in health records, and discussed the risks associated with tobacco use during each sick call visit. The departmental coordinators strongly supported the Tobacco Prevention Program, resulting in a 15% decrease overall in the number of tobacco users this year. Personnel seen for individual appointments by the Command Tobacco Cessation Coordinator had a 95% success rate.

NAVIGATION

Navigation Department this year has accomplished an amazing sum of evolutions, varying from Sea and Anchor Details to Underway Replenishment at Sea. This year's Navigation Team of 20 personnel lead by Captain "Bubba" Wallace and ranging from E-1 to O-6 were on their toes early making preparations for our Western Pacific and Arabian Gulf Tour which was to begin in May of 1996.

Starting in October 1995 the Navigation Team took that first step by getting underway from Alameda and heading south to rendezvous with USS KISKA (AE 35) for three straight days of loading up on ammunition. During the next few months, and up to December the team completed 4 entering and exiting port evolutions, numerous Underway Replenishments and 2 Anchorages off the coast of San Diego for training purposes. Our next opportunity for underway training came in February of 1996, when the ship got underway from Alameda and headed for the Southern California Operating Area. Going back and forth between Alameda and San Diego, the Navigation Team accomplished 10 more entering and exiting port evolutions and exercised the timeless art of celestial navigation. Using only the stars and the sun, the Quartermasters plotted our way back home safely and with great precision..

On 14 May 1996 CARL VINSON set sail from Alameda and headed south to pick up Carrier Airwing 14 off the coast of San Diego. WESTPAC 96 was well on its way and during the cruise we picked up 10 of the finest Signalman in the Pacific Fleet lead by SMC [REDACTED].

raising our total personnel count to 30. Our stops on cruise included pulling in and out of port in Yokuska Japan, Jebel Ali U.A.E, Pearl Harbor Hawaii, San Diego and Alameda California along with anchorages in Hong Kong, Singapore, Muskat Oman, Hobart Tasmania and 4 tedious trips through the Straits of Hormuz in the Middle East Region. Other strait transits include the Straits of Sunda which we passed through on our way to the Arabian Gulf and on our way to Tasmania we passed through the Bass Straits. Operating in the Persian Gulf required the supreme attention of all Quartermasters and Signalman with many hazards to navigation and numerous surface contacts. We spent most of our time in Carrier Operating Areas conducting flight operations and keeping a sharp eye for any oil wells sticking out just above the surface of the water, which we would have to navigate through. In June we crossed the equator on our way through the Sunda Straits. In October we also crossed it again, but this time we hit it right at the 180 degree mark making everyone onboard a golden shellback.

Before it was all over the Navigation team stood over 1,000 watches, steered over 200 hours during Underway Replenishments, plotted 60,000 nautical miles of our cruise and brought America's favorite Aircraft Carrier home safely on track and on time, all along keeping its high standards of professionalism and attention to detail.

OPERATIONS DEPARTMENT

Strike Operations

Carl Vinson Strike Ops achieved unequalled levels of performance and success throughout 1996. Strike Ops coordinated and scheduled over 14,000 flight events achieving an outstanding 97% completion rate. In addition, Strike Ops scheduled over 1,500 shipboard events, guaranteeing that all departments achieved the highest possible readiness.

Operation SOUTHERN WATCH

Provided unequalled support to Joint Task Force Southwest Asia (JTF-SWA) in support of enforcing the no-fly zone over Southern Iraq. Through constant liaison with the Guidance, Apportionment and Targeting cell in Riyadh, Strike Ops scheduled nearly 2,000 sorties in support of Operation SOUTHERN WATCH (OSW). Close coordination ensured seamless coverage of strategic areas in accordance with the Joint Task Force Commander's intentions.

Operation DESERT STRIKE

Provided fighter coverage for B-52's performing Tomahawk strikes into southern Iraq. In addition, provided continuous Combat Air Patrol (CAP) over Kuwait in post-strike aftermath. Prepared numerous contingency plans in support of SECDEF tasking for additional National Defense operations.

Exercise RUGGED NAUTILUS-96

Exercise RUGGED NAUTILUS-96 (RN-96) was a short notice, deployment exercise designed to test the reaction time of operating units in response to real-world contingency tasking. In addition, it was intended to test the first-ever JFACC Afloat concept. With personnel augment from COMCAGRU ONE and the NINTH Air Force, Carl Vinson planned, orchestrated

and implemented a model evolution with only two weeks notification. The superb performance demonstrated by this unmatched “show of force” ensured the peaceful resolution of events during this period of heightened tensions with Iran.

Strike Ops organized and trained an operating JFACC, producing an Air Tasking Order within two days of the augment team’s arrival. Careful orchestration of personnel and requirements ensured maximum participation by all US Navy/Marine Corps, Air Force, and Army personnel who participated in this joint exercise. Strike Ops received a personal commendation from RADM Beard, COMCARGRU ONE, for its professionalism and dedication during this highly successful exercise.

Established a host Contingency Theater Automated Planning System (CTAPS) site, the first time ever established aboard an aircraft carrier in support of real world operations. Guaranteed essential inter-theater connectivity and overall success of this Joint Task Force Exercise. Strong attention to detail ensured timely dissemination of the daily ATO to more than 13,000 sea and shore-based personnel (instrumental in providing an accurate flight schedule to 17 squadrons at six remote Arabian Gulf sites.

Combat Direction Center

Advanced Combat Direction System

CARL VINSON’s work-up cycle and subsequent deployment allowed operators and technicians to fully utilize the Advanced Combat Direction System (ACDS) block 0 Level 9 operational program. The successful use of this program during WESTPAC 96 can be unequivocally attributed to the tenacity and expertise of the CARL VINSON CDC team. CARL VINSON’s Operations Specialists maximized system capabilities, while Data Systems Specialists quickly corrected system errors and inadequacies when required. Their watchstanding and troubleshooting prowess ensured Commander Cruiser-Destroyer Group THREE and Commander, Destroyer Squadron FIVE were provided a complete and accurate tactical picture. In all, the program operated over 4,400 hours during pre-deployment work-ups and subsequent Arabian Gulf deployment.

Multi-Link

Innovation and creativity are the norm when chronicling advances in real-time tactical data links. Recognizing the necessity and importance of coordinated multi-link training, CARL VINSON quickly responded with a Task Group user-level link training conference prior to deployment. The week-long conference provided face-to-face interaction with Technical Representative, Navy Subject Matter Experts, and peers. The phenomenal success of Link-4, Link-11, and Link-16 during the Western Pacific deployment was directly attributed to those efforts. CARL VINSON was the first to exploit Satellite Link-11 in the Arabian Gulf. The expertise of the Combat Direction Center (CDC) crew and extensive testing enabled CARL VINSON to showcase the benefits of Satellite links upon arrival in the Arabian Gulf, previously unused in Operation Southern Watch and FIFTH Fleet link architecture. Satellite Link-11 is now the preferred link between Air Force and Navy Unit Commanders. Desert Strike provided another first for the CARL VINSON and the submarine Jefferson City. During Operation Desert Strike, Jefferson City successfully linked (Link-16) with the CARL VINSON, providing real-

time tactical information to the theater Commander. CARL VINSON was able to take advantage of its wealth of Task Group link experienced personnel, to realize the immense capabilities of the Multi-link system.

Electronic Warfare

CARL VINSON accelerated into 1996 by completing two major pre-deployment exercises including FLEETEX 96-1 and JTFEX 96-1. During these pre-deployment exercises, CARL VINSON excelled in Electronic Warfare support to "Blue" forces earning the Highest Score Ever Recorded for a PACFLEET Carrier in a competitive REWS Range Evaluation. Numerous exercises were completed utilizing the Southern California REWS Range which provided outstanding training while honing the skills of EW watchstanders. CARL VINSON was able to take full advantage of PATRON Six Six EP-3J's during pre-deployment exercises and during the initial week of WESTPAC '96.

As the Task Group Electronic Warfare Control Ship, CARL VINSON maintained an ever vigilant tactical picture of the electromagnetic environment in support of Operation SOUTHERN WATCH, DESERT STRIKE, VIGILANT SENTINEL, and Exercise RUGGED NAUTILUS '96. CARL VINSON provided superb coordination among seven Task Group units, including the USS Enterprise (CVN-65) Task Force during dual CV operations. Intercepting, analyzing, and identifying over 126 unique emitters in support of Arabian Gulf operations, the Electronic Warfare personnel of CARL VINSON also provided intermediate level electronic warfare technical maintenance assistance and daily Electronic Warfare briefs to embarked staffs and CVW-14 Squadrons ensuring 100 percent operational readiness during high tempo operations in the Arabian Gulf. This Electronic Warfare team was able to maintain a M-1 training and readiness rating during the entire 1996 calendar year, despite being in a restrictive, high threat environment throughout the deployment.

During 1996, CARL VINSON aggressively trained and effectively dealt with all contingency operations. An M-1 training and readiness rating was continuously maintained, providing the highest quality EW support to Task Group units. CARL VINSON continued to set the standard for Electronic Warfare for the entire Pacific Fleet.

Surface Warfare

Operations in the CARL VINSON Surface Warfare (SUW) Module greatly contributed to the combat effectiveness of the CARL VINSON Task Group during WESTPAC '96. The SUW Module was redesigned and modified to enhance the efficiency of the SUW watch team. During the pre-deployment work-up cycle and subsequent Task Group deployment, the Sea Combat Commander concept was employed for the first time. The SUW module became the focus of Maritime Interception Operations coordination for over 200 queries of suspected United Nations sanctions violators resulting in 128 actual boardings and 10 subsequent diversions. The SUW module was also responsible for the planning and execution of an average of 6 Armed Surface Recce missions a day in a challenging environment. Identification and tracking of potentially hostile contacts proved to be a demanding task while operating in some of the world's most heavily traveled sea lanes where highly sensitive airspace considerations considerably curtailed air operations. These obstacles were offset by the CARL VINSON SUW module's

implementation of novel methods of air control involving CARL VINSON's Anti-Submarine Tactical Air Controllers. The CARL VINSON Task Group surface defensive posture was kept constantly honed with over 30 surface threat, quick response "gangplank" exercises planned and executed by the SUW Module. This included 2 to 3 "gangplank" exercises a day during the highly successful Exercise RUGGED NAUTILUS '96. Additionally, during Operation DESERT STRIKE the SUW Watch Team performed admirably by coordinating positioning of Task Group Units to optimize Tomahawk missile employment.

Undersea Warfare

The CARL VINSON Undersea Warfare (USW) Team conducted numerous highly successful exercises during a rigorous pre-deployment work-up cycle and Westpac '96 deployment. USW Module personnel performed flawlessly during every evolution, directly leading to a USW readiness rating of 100 percent. USW Module personnel provided tactical and safety-of-flight briefs to Carrier Airwing FOURTEEN aircrews in support of over 1,500 sorties, including both THIRD and SEVENTH Fleet multi-national exercises conducted with the Japanese Maritime Self Defense Force and Canadian Air Force. Additionally, the CARL VINSON and CVW-14 USW team collected, analyzed and submitted for fleet distribution first time acoustic signature data on two allied new construction submarines.

The USW Module aggressively completed 140 mission area training readiness evolution's resulting in a 99.25 percent average during all Competitive Exercise (COMPEX) evaluations. The first aircraft carrier to deploy with the USW module 4.3.1 operating program. USW ADP personnel conducted extensive test and evaluation on the operating program, providing the Naval Undersea Warfare Center with comprehensive software upgrade recommendations which resulted in a 30 percent reduction in system troubleshooting time on-board.

Setting the standard for the fleet, CARL VINSON spearheaded the integration of Sonar Technicians into carrier USW operations. CARL VINSON developed and implemented a tailored training qualification program for its three new Sonar Technicians.

Intelligence

Carl Vinson is the first carrier to make the concept of Intelligence Self-Sufficiency Afloat a reality. With installation and upgrade of various systems, the carrier intelligence center (CVIC) along with the Ship's Signal Exploitation Space (SSES) and Photo lab brought Carl Vinson capabilities to its full potential and achieved many "firsts" for the Navy.

As the first PACFLT carrier to receive the Joint Service Imagery Processing System - Navy (JSIPS-N), consisting of National Input Segment (NIS), Precision Targeting Workstation (PTW) and Digital Imagery Workstation Afloat (DIWS-A), CVIC, on a daily basis, processed an average of 30 near real-time national images. Utilizing the PTW, high priority images were analyzed for Indications and Warning (I&W) intelligence and results were provided to the Warfare Commanders hours before the same intelligence was available through other means. During Operation DESERT STRIKE, employing these same methods, CVIC provided spot Battle Damage Assessments of targets which had been struck and passed these to air wing and

staff strike planners for potential follow-on strikes. CVIC continuously provided tailored imagery, including mensuration conducted on DIWS-A, to the Tomahawk Afloat Planning System planners and aircrew to update over 200 active target folders. During Operations SOUTHERN WATCH and DESERT STRIKE, CVIC served as the first afloat regional I&W center for COMUSNAVCENT. Carl Vinson CVIC is the first aircraft carrier to fully employ these new joint systems.

Carl Vinson was noted to have “the best intel/cryptologic team I have ever seen” by the COMTHIRDFLT JTFEX senior observer, RADM Marfiak. Additionally, CVIC was briefed as having “one of the best mine warfare administrative systems in the Navy” by COMINWARCOM inspectors during the Mine Warfare Readiness Certification Inspection (MRCI).

CVIC successfully hosted and laid the foundation of forward deployed JFACC afloat intelligence support during Exercise RUGGED NAUTILUS 96, providing all targeting and strike planning support to the embarked JFACC. Through close liaison, careful allocation of limited resources and meticulous planning, CVIC simultaneously accommodated both JFACC and air wing strike and target planning requirements.

A pioneer in many automated information systems, Carl Vinson CVIC was the first carrier to create an internal classified Local Area Network using commercial off-the-shelf technology. The ability to share files, images and briefs simplified a wide variety of functions, including:

- a.) The network enabled mission planning teams to plan multiple facets of the same strike using shared baseline information.
- b.) Aircrew briefs were designed and implemented using a PC to TV scan converter with a direct feed into the secure closed circuit television system.
- c.) Kneeboard cards were created and edited as necessary.
- d.) All connected PC's could be accessed from any CVIC space, ensuring all personnel were seeing exactly the same data.

CVIC continuously maintained an M-1 readiness rating throughout the work-up and deployment cycle.

Carl Vinson Photo lab produced over 150,000 photographic products which included over 27,000 feet of TARPS film and 6,000 photographs in support of aerial reconnaissance missions. These were then digitally forwarded to COMUSNAVCENT, JTF-SWA, and USCENCOM via the Joint Deployable Intelligence Support System (JDISS) and also by hard copy.

Carl Vinson Photo lab maintained the largest digital photo lab afloat which includes five functioning digital workstations, four of which are networked on an internal LAN. The first all-digital, 500 page cruise book was created with assistance from this state-of-the-art system. Additionally, CVIN was the first ship to successfully transmit high quality J-PEG (compressed) imagery to the Chief of Naval Information (CHINFO) utilizing E-mail attachments.

Carl Vinson SSES is the first carrier with Cryptologic Analysis Support Element (CASE). CASE combined standard collection opportunities with a SIGINT analytical cell to provide real-time analysis of I&W for air and surface units.

Carl Vinson SSES generated over 500 Klieglights, cueing theater assets to impending threats and hostilities. SSES also disseminated over 500 SCI messages during combined operations with the British and Canadian units.

Metro

The meteorological division provided outstanding support to the entire Carl Vinson Task Group throughout work-ups and the WESTPAC '96 deployment. Recognized by COMTHIRDFLT inspection team during PAC JTFEX 96-1 as "the strongest METOC team since the inception of Joint exercises in THIRD Fleet" by the Third Fleet .

METRO's environmental expertise enabled war fighters to make critical real world and exercise decisions essential to mission success. Prepared over 300 weather, oceanographic and strike warfare briefings that were presented to the embarked Joint Force Air Component Commander (JFACC), Carrier Airwing FOURTEEN and Commander, Destroyer Squadron FIVE.

Prepared over 50 Electro-Optical Tactical products which provided JFACC and Carrier Airwing FOURTEEN commanders with site-specific maximum detection and lock-on ranges for air-to-ground weapons systems. These forecasts assisted in weapons load decisions, ultimately saving man-hours and money.

Prepared over 150 staff weather briefings for Commander, Cruiser-Destroyer Group THREE keeping him abreast of changing environmental parameters for the complete Arabian Gulf, surrounding countries and attached units of the USS CARL VINSON TASK GROUP. OA division consistently received laudatory comments from staff for the quality and context of briefs it provided.

Selected by Naval Space Warfare Systems Command to evaluate the new X-Windows Tactical Environmental Support System as CARL VINSON became the first ship to receive this major environmental system. The crew's thorough troubleshooting and concise evaluation paved the way for future fleet users to have a smoothly operating and fully functional system.

Electronic Material

Below Deck Communications Systems(BCDS).

Upgraded the BDCS capabilities and features by installing and programming the CENTRACOMM II+ system which provided the CARL VINSON Security Force with simultaneous eight traffic channel monitoring instead of only single channel monitoring, patching of three channels simultaneously, passing traffic from one channel to another, and allowing the dispatcher automatic identification of any radio being transmitted by name or serial number.

AN/URT-23

By obtaining several spare AN/URT-23's from DRMO, technicians were able to keep HF communications at an unprecedented 100% readiness due to availability of difficult to locate spare components. Technicians also improved the HF Link 11 data path by removing the outdated SB-863/SRT Transmitter Transfer Switchboard located in Main Communications and installing an A/B switch above the Link-11 transmitters in Shop One. Shortening the signal distance from the transmitter and removing the signal path from the aged contacts and wiring in the SB-863 has provided 100% Link 11 on demand availability. This also decreased operator transmitter tune up errors and setup time by keeping the entire configuration in one space.

SHF Seven Foot Antenna

Replaced Low Noise Amplifier (LNA) while underway in the Arabian Gulf. Due to the difficult accessibility of the LNA located inside the SHF antenna on the upper yardarm, the actual removal and replacement was a five hour evolution within the SHF radome at temperatures in excess of 120 degrees. This guaranteed uninterrupted SHF communications and restored LNA redundancy.

Radiant Tin

Constructed an amplifier/cable adapter box to interface Seal Team THREE's Motorola LCDA-100 modem the ship's SATCOM via the red side low level patch panels to a laptop computer in CVIC. This capability allowed UHF satellite communications along with real time video stills within the immediate tactical arena for photo analysis.

Flight Deck Communications System Monitoring Circuit

Routed Carrier Air Wing FOURTEEN FDCS circuits to the Electronic Casualty Control(ECC) watch. This allowed real time monitoring of SINS updates to the aircraft resulting in rapid response to SINS oriented problems.

EHF Mission Data Update (MDU)

Coordinated engineering level troubleshooting of the UFO-5 EHF Satellite Earth Coverage(EC). Restoration of EHF(EC) allowed Carl Vinson to transmit Tomahawk targeting information along with Air Tasking Orders via EHF transmissions to all Task Group Units during both Exercise Rugged Nautilus and Operation Desert Strike.

Beach Guard Communications System

Utilized a Motorola Specter Base Station, ARC-182 aircraft transceiver, and power supply acquired from DRMO to communicate on any assigned Task Group UHF frequency. This allowed reliable communications between the Beach Detachment and Task Group ships. Also constructed a step up power transformer to allow operation of US manufactured laptop computers, SABER battery chargers, and other AC dependent equipment to use the 220VAC power which was distributed overseas.

Backup Tactical Air Communications

Utilizing an ARC-164 aircraft transceiver acquired from DRMO as a stand alone unit, provided auxiliary monitoring and rapid response backup communications on all tactical aircraft frequencies in case of power loss.

SHF Communications Alarm

Engineered an SHF alarm circuit which allows monitoring by the ECC Watch Supervisor for loss of 120VAC to the 5MHz Frequency Standard allowing rapid response prior to SHF's 5MHz battery fully discharging.

Challenge Athena III (C-band)

Instead of monitoring the 70MHz IF tracking signal in the LOS HUD room (where the CA III transmitter/receiver rack is located), the spectrum analyzer was relocated to Main Communications and connected to the local receive 70MHz IF patch panel via a directional coupler allowing the operators to bring CAIII on line and monitor signal strength of the receive down link from Main Communications.

SUPPLY DEPARTMENT

The Supply Department spectacularly supported the Year of Carl Vinson. FLEETEX, JTFEX, and WESTPAC '96, brought extended underway periods, ten port calls, and over 15 underway replenishments. We operated ten beach detachments managing a worldwide logistics pipeline. We established a logistics airhead at Colombo, Sri Lanka to support the Indian Ocean transit to the Arabian Gulf. We received over 4000 pallets of food and material during our underway replenishments.

The Stock Control Division (S-1)

Supported three major underway periods, FLEETEX, JTFEX, and WESTPAC '96. Support provided included requisition processing, requisition management and expediting, open purchase processing, and OPTAR funds accounting. The division managed an annual budget in excess of \$40 Million and over 120,000 line items of consumable and repairable inventory valued in excess of \$250 Million. During the COMNAVAIRPAC Supply Management Assessment (SMA) in February, the Customer Service function received a grade of OUTSTANDING and the Stock Control and Financial Management functions received grades of EXCELLENT.

The micro-MSSL program was installed to aid in requisition management. The IMPAC Government Credit Card program was adopted to improve open purchase service. Throughout the year the division planned and executed an aggressive stock replenishment plan to utilize afloat replenishment assets, overseas stocks and CONUS supply assets to maintain our allowance list fill rates at deployment date percentages throughout the entire deployment. Through continual financial and inventory management the division was able to maintain thirteen of fourteen CNAP readiness goals.

The Food Service Division (S-2)

Provided appetizing and nutritious meals throughout this award winning year. Throughout FLEETEX, JTFEX, and WESTPAC '96 the forward and aft galleys provided over 20,000 meals while operating 22 hours per day. This year was a year of innovation with the introduction of taco bars, pasta bars, and sandwich bars to the menu. Cappuccino machines were installed on the forward and aft beverage service areas. Training was conducted onboard by the California Culinary Institute and selected MS's were trained at the Culinary Institute of America. Practical training also continued at the Oakland Hilton Hotel. The culmination of this innovation, improvements, and training was the award of the 1996 Captain Edward F. Ney Award for Food Service Excellence. The final evaluation was conducted onboard in April with announcement of the award in June. Excellence in food service continued throughout WESTPAC '96 with the division making significant contributions to crew morale. Monthly Birthday and Star Performer Meals, Ice Cream Socials, and three Steel Beach Picnics were welcome events during the long at sea periods of the deployment. Sunset Parade receptions in Hong Kong and Singapore featured the culinary skills of the division. The deployment was topped off by catering the CINCPACFLT Change of Command reception and showing off our

culinary skills for our friends and relatives during the Tiger Cruise back to Alameda from Hawaii.

The Sales and Services Division (S-3)

Provided retail sales, and laundry and barber services to the crew. Sales for the year exceeded \$3.8 million with \$475,000 profit turned over to MWR. Stock turn was made in every accounting period of the year. The division received a grade of OUTSTANDING during the COMNAVAIRPAC Supply Management Assessment.

All laundry equipment received a thorough overhaul before deployment and additional large capacity dryers were installed resulting in no lost service due to equipment malfunction throughout the deployment.

The Disbursing Division (S-4)

Continued to provide exceptional pay account and disbursing services to the crew. They continued their extraordinary pay record accuracy and pay action processing performance throughout the year. The installation of the Challenge Athena III communication system provided continuous real-time connection to DFAS Cleveland Center for continuous access to members' Master Pay Accounts and direct processing of pay actions. The division received a grade of OUTSTANDING during the SMA and a grade of OUTSTANDING during the DFAS Surprise Audit conducted in April. Our JUMPS error rate was 0.6%, less than one half the average error rate for Pacific Fleet aircraft carriers. During our deployment to the Arabian Gulf the division, in conjunction with Personnel, processed Combat Zone Tax Exclusion and Hostile Fire Pay eligibility for the entire crew. On deployment the division processed over \$3 Million in disbursements and collections, cashed over \$1 Million in checks, and transmitted over 13,000 pay action documents.

The Wardroom Division (S-5)

Provided messing and berthing to the over 400 embarked officers and staff during work-ups and deployment. They also hosted many distinguished visitors during our at sea periods. During JTFEX and the deployment they successfully supported an entire Joint Force Air Component staff. This was an extraordinary effort requiring creative berthing arrangements due to the size of the staff. However, their efforts were entirely successful and showcased CARL VINSON hospitality to sister services. Foreign port visits provided opportunities to show-off the division's culinary expertise during receptions in Hong Kong and Singapore, a lunch hosted by the U.S. Ambassador to Oman in Muscat, and a wardroom reception in Hobart, Australia. The division also catered the CINCPACFLT Change of Command reception in Pearl Harbor. The deployment ended with the hosting of over 300 Tigers and Distinguished Visitors on the transit from Pearl Harbor to Alameda.

The Aviation Support Division (S-6)

Had what has been called the best ever air wing support deployment by an aircraft carrier. The division set records in aircraft support and shipping time of off ship NMCS/PMCS requisitions, averaging 12.7 offship requisitions and an average 7.5 day shipping time. Aggressive expediting of stock requisitions by the Program Management Unit (PMU) and the

Beach Detachments at Travis Air Force Base in California, COMNAVIAIRPAC in San Diego, COMNAVIAIRLANT in Norfolk, Yokosuka, Japan, and Bahrain managed a globe spanning logistics support channel. On the financial side, S-6 managed an aviation maintenance budget of approximately \$50 million, meticulously tracking Repair and Return items at supporting Naval Air Stations and onboard repair cycle. Since returning from deployment S-6 has filled 72% of crossdeck requirements in support of other Pacific Fleet aircraft carriers.

The Material Division (S-8)

Provided superb storeroom management, shipping, and hazardous material handling support throughout the deployment. To provide continuous material support the division developed a load list and loaded seavans with the material for forward shipment to the Arabian Gulf. This provided the support for required bulk items which could not be stored aboard for the entire deployment. The Hazardous Materials branch was again the best in the Pacific Fleet. They contributed significantly to CARL VINSON winning the CNO Environmental Award. They were also a test and evaluation activity for NAVSEA sponsored pollution prevention equipment. They provided flawless receipt, reuse, and disposal of hazardous material strictly adhering to all handling requirements.

The Chief Petty Officers' Mess (S-11)

Completed another extremely successful year, highlighted by the winning of the Carl P. Scheuefele Award for CPO Mess Excellence. Several enhancements were made to the mess through the installation of new soft serve ice cream dispensers as well as a cappuccino machine. Off ship culinary training continued as several MS's received hands on experience at the Oakland Hilton Hotel which served to enhance the ability of the division to provide premier customer service to the CPO community.

Postal Division (S-12)

Provided superb mail handling support to the entire battle group during the year. The February Supply Management Assessment (SMA) graded the Postal operation OUTSTANDING. During WESTPAC '96 we moved approximately 800,000 pounds of battle group mail and sold over \$75,000 in postage and more than \$1,500,000 in postal money orders. Postal Clerks operated beach detachments in support of our port visits in Yokosuka, Japan, Hong Kong, Singapore, Sydney, Perth, and Hobart Australia, and Pearl Harbor. Postal Clerks also staffed the Fleet Mail Center in Bahrain in support of Arabian Gulf operations.

TRAINING DEPARTMENT

Video Teleconferencing

Training classroom equipment allows high-speed data transfer, which enables video and audio teleconferencing. Conferences with Georgia College (located in Milledgeville, GA - hometown of Representative CARL VINSON) were conducted on a test basis to explore establishing a long-distance college training program. Sailors coming off watch in the Arabian Gulf sometime in the future may be able to sit down in a class being conducted anywhere in the United States - and even ask questions of the instructor - thanks to this system of data transfer.

Navy courses successfully completed via this communications medium included the Safety Program Afloat, the Drug and Alcohol Assistance Counselor Course and Military Customs Inspector course. Realistic shipboard classroom training while underway has been successfully demonstrated throughout the deployment.

For the first time ever, officers on board CARL VINSON enrolled in correspondence courses at the Naval War College were able to review course material and class readings with their counterparts, face-to-face, on six occasions. This dynamic capability not only enhanced the learning experience of students on board, but also gave students at the war college insight into current operations occurring across the globe. The class moved to administering tests and "virtual" course material discussions via e-mail.

The ship conducted two video teleconferences to families in Alameda and two with families in Bremerton. The VTC gave each family member 3-5 minutes of visual contact with their loved ones. More than 250 Sailors were able to see and talk to their family members during these four events. The virtual meetings received significant coverage by national, regional and local broadcast and print media. It also gave a chance for new fathers to visit with the children for the first time.

WEAPONS DEPARTMENT

During 1996, CARL VINSON Weapons Department was directly responsible for successful performance in FLEETEX/MRCI and JTFEX pre-deployment exercises. All evolutions during work-ups and deployment requiring weapons were completed on schedule, thus maximizing Task Group readiness. Without exception, the inspectors of the Weapons Department departed the ship impressed with the department's pride and enthusiasm.

Significant milestones

- Completed rehabilitation of all 10 weapons elevators, vastly improving the overall material condition of the equipment. The FTSCPAC Pre-deployment weapons elevator inspection was completed with **zero downing discrepancies**. The Weapons Department was evaluated and praised for having the best weapons elevators on the West Coast by the senior WESU inspector.
- Weapons Department safely and successfully assembled and issued 150 GP bombs in support of Carrier Air Wing 14 training missions during FLEETEX and JTFEX.
- G-4 Division completed an extensive weapons elevator inspection and repair that significantly improved the elevator's performance prior to intensive back load evolutions.
- The Weapons Department safely and flawlessly back-loaded 3,100 tons of munitions in two days underway upon completion of WESTPAC 96.

- G-3 Division, AWSEP shop, was recognized by COMNAVAIRPAC, Code N42, for establishing the Fleet standard PMS/MRC's on the Raymond Reach Forklift.

- G-2 Division provided sprinkler system re-certification assistance for the CARL VINSON Task Group during '96 deployment.

- Completed an unprecedented 100% operator and safety observer qualification rate and an 80% maintenance technician qualification rate. G-4 completed rehabilitation of nine weapons elevator machinery rooms and vastly improved the material condition and reliability of the weapons elevators to support a Western Pacific Deployment, Operations Southern Watch, Desert Strike, and Exercise RUGGED NAUTILUS. The superb performance of the weapons elevators met all mission requirements and set the standards for all carriers to follow.

Inspection/Evaluation Specifics

MSSI/SESI: Graded "satisfactory," no major or repeat discrepancies. The chief inspector from ESSOPAC commented that the CARL VINSON's magazines were the finest in the Pacific Fleet. Weapons department showed the inspectors the capability to safely stow and maintain the ammunition on board with personnel fully qualified to handle ordnance. The sprinkler systems were put to the test and found to be outstanding along with the personnel who maintained them. Only 12 minor discrepancies were found and all were corrected before the inspection was completed.

MRCI: Graded "satisfactory," no major or minor discrepancies. Department built seven MK62 and three MK63 Quickstrike mines in two hours and ten minutes. Inspection team cited superior leadership and outstanding team training for the end result. First fleet carrier to be inspected on Quickstrike mines. This Weapons Department set the fleet standard.

TRFI: Graded "satisfactory," no major or minor discrepancies. The Weapons Department completed the Torpedo Ready For Issue inspection flawlessly.

Ammunition Requisition: All ammunition that was required by the ship's tailored mission load was requisitioned and loaded out. CARL VINSON deployed in M-1 status at 98%. The total loadout consisted of 3,100 tons of ammunition.

Aviation Weapons Support Equipment Program (AWSEP): Implemented a "lot number system" and "equipment history record system" for planned maintenance on weapon support equipment which enabled 100% accountability.

COMPTUEX/ITA: Received a grade of "Fully Ready for Advanced Training." The Weapons Department flawlessly demonstrated the ability to successfully coordinate with Strike/Air operations and Carrier Air Wing Weapons to support a significantly large bomb build and flight deck delivery with perfection.

3M Inspection: Weapons Department received an 89.86 percent for the 3M inspection conducted by COMNAVAIRPAC in April 96. G-4 division was noted as having one of the best maintenance programs on board the ship.

Aviation Maintenance Management Team: COMNAVAIRPAC assessed the Weapons Department as "satisfactory." The inspection team commended AWSEP for being "one of the best...in the fleet...on essentially a zero discrepancy inspection."

Operation Desert Strike

Certainly the largest event for the Weapons Department during the entire year was Operation Desert Strike. In the days and nights preceding the actual operation, Weapons Department was prepared for all possible contingencies, which included the possibility of a tactical air strike. In the night before the strike, the department worked through the night ensure the safe and timely assemble of ordnance in support of possible air strike from the carrier.

- END -