



DEPARTMENT OF THE NAVY

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

*Rec'd 3/16/98
w/o disk*

5750
Ser PAO/0065
25 FEB 98

From: Commanding Officer, USS CARL VINSON (CVN 70)

To: Director of Naval History (OP-09BH)

Subj: 1997 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) 1997 Press Clippings
(8) Change of Command Pamphlet

1. Per reference (a), enclosures (1) through (8) 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 is 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, Carrier Group THREE

USS CARL VINSON (CVN 70) Organizational Structure

Commanding Officer	CAPT David M. Crocker
Executive Officer	CAPT John W. Goodwin
Command Master Chief	AVCM(AW/SS/NAC) Lawrence E. Cummings
Administrative Officer	LCDR [REDACTED] (Jan.-Nov.) LCDR [REDACTED] (Nov.-Dec.)
Aircraft Intermediate Maintenance Department Officer	CDR [REDACTED]
Air Department Officer	CDR [REDACTED]
Chief Engineer	CAPT (Sel) James Hunn, (Jan.-Jun.) CDR [REDACTED] (Jun.-Dec.)
Command Chaplain	CDR [REDACTED]
Combat Systems Officer	LCDR [REDACTED]
Dental Officer	CAPT (Sel) John P. Depner
First Lieutenant	LCDR [REDACTED]
Legal Officer	LCDR [REDACTED]
Marine Detachment	CAPT [REDACTED] USMC
Medical Officer	LCDR [REDACTED] (Jan.-Aug.) CDR [REDACTED] (Aug-Dec.)
Navigation Officer	CAPT Justin Wallace, (Jan.-Mar.) CDR [REDACTED] (Mar.-Dec.)
Operations Officer	CDR [REDACTED] (Jan.-May) CDR [REDACTED] (May-Dec.)
Public Affairs Officer	LCDR (Sel) [REDACTED]
Reactor Officer	CAPT Ronald Y. Heath

Safety Officer

CDR [REDACTED]

Supply Officer

CDR [REDACTED]

Training Officer

LCDR [REDACTED]

Weapons Officer

CDR [REDACTED], (Jan.-Jun.)

CDR [REDACTED], (Jun.-Dec.)

USS CARL VINSON (CVN 70) Narrative

CARL VINSON began 1997 by changing home port from Naval Air Station Alameda, California, to Puget Sound Naval Shipyard, Bremerton, Washington. A fond farewell was bid to the San Francisco Bay area citizens, with a promise to always remain "San Francisco's Own." A new chapter began as over 800 personal vehicles, 450 family members and three tons of household goods loaded aboard for the safe and successful mid-January "Noah's Ark" transit, saving two million dollars in PCS funds.

This year brought impressive enhancements to CARL VINSON's operational capability. An estimated 285,000 total ship's force man-days went into the six month Planned Incremental Availability (PIA), making CARL VINSON the fleet's preeminent warship. Nearly 22 miles of wire were pulled from the overhead cableways; over 3,000 feet of piping was installed, much of which had to be welded in place; close to 1,000 berthing bunks and personal storage lockers were removed and replaced in order to improve the Sailor's Quality of Life; also over 403,000 contractor and shipyard worker man-days were coordinated and organized by the CARL VINSON/Puget Sound Naval Shipyard team. A few of the projects completed were the refurbishing of 20 berthing compartments, 160 lagging jobs, 451 painting jobs, 201 tile jobs, 9,108 fire watch requirements, 1,000 tools issued and maintained each day, 919 bunks installed, 980 overhead bunk lights replaced, 800 overhead lights installed, 15,000 square feet of bulkhead and overhead insulation refurbished, 2 million dollars of materials transported over 22,000 miles, 2,000 furniture sub-bases removed and replaced, 3,000 feet of rack skirting installed, 20,000 nuts and bolts used, 2,500 feet of air ventilation ducting replaced. Over 142 million dollars were invested in labor and equipment to improve the ship's war fighting capability and its crew's Quality of Life.

During this past year, CARL VINSON has continually demonstrated a strong commitment to safety and preservation of valuable assets. Despite an extensive availability, the ship reduced the number of accidents and injuries to the lowest rate ever on a carrier during overhaul. During PIA, CARL VINSON introduced Risk Management to Puget Sound Naval Shipyard and Superintendent of Ship Building. Through instruction,

briefings and the actual process of risk managing complex and dangerous evolutions, the crew provided a shining example of risk management at work. Operations were severely limited this year by spending seven months in an industrial environment. However, during 39 operating days, CARL VINSON successfully launched and recovered aircraft 1408 times, conducted three underway replenishments, seven anchorages and seven pier moorings, all without incident or mishap.

CARL VINSON maintained its Combat "E" proficiency throughout PIA by conducting regular General Quarters drills, the effectiveness of which came to light during Crew Certification Phases I/II and CART Phase II debriefing. Both were outstanding and in the words of the observer, "CARL VINSON is well ahead of any carrier this soon out of PIA, and this early in the turnaround." Most Training Teams were assessed at the TSTA II and III level, which is outstanding for this point in the training cycle for any carrier, and even more so for one with only 39 days underway to train at sea.

Throughout this year and by all possible measures, CARL VINSON stands out as a combat-ready aircraft carrier. Heralded by our motto, "Professionally, Safely, and On Time", CARL VINSON met all commitments and produced results that reflect a spirit of Total Combat Readiness.

SHIP'S CHRONOLOGY

01 Jan - 11 Jan	Upkeep Alameda
12 Jan	Noah's Ark On-Load
14 Jan - 17 Jan	Underway: Change of Home Port Transit
18 Jan	Noah's Ark Off-Load
21 Jan - 24 Jan	NSSMS Material Condition Assessment
28 Jan	Change Of Command Rehearsal
29 Jan	Change Of Command
05 Feb	Bremerton Community Blood Drive
06 Feb	Safety Stand-Down
10 Feb - 14 Feb	Underway: Last A6-E Intruder Traps, Unit Level Training
15 Feb - 09 Mar	PIA Smart Start
18 Feb	OUTCHOP CCDG-3, INCHOP CCG-3
19 Feb - 20 Feb	CNAP Career Information Team Assessment
26 Feb - 27 Feb	Fuel Off-Load
28 Feb	PIA Kick-Off Ceremony
03 Mar - 07 Mar	CNAP Supply Assist Visit
10 Mar - 10 Sep	Planned Incremental Availability (PIA) 1997
25 Mar - 26 Mar	Fuel Off-Load
15 Apr - 28 Apr	Roving Sands 97 TAD Detachment
14 Apr - 25 Apr	CNAP Quality Assurance Assist Visit
19 Apr	Sinclair Inlet Clean Up COMREL Project
21 Apr - 25 Apr	Navy Food Management Team Visit
17 May	Family Day
23 Jun - 25 Jun	External Radiation Health Audit
25 Jun - 27 Jun	CNAP Handling Team Assist Visit
30 Jun	Crew Certification Rehearsal
18 Jul	All Hands Picnic
29 Jul - 30 Jul	Crew Certification Phase 1
31 Jul	Weapons Small Arms Certification
12 Aug - 15 Aug	Crew Certification Phase 2
26 Aug	Safety Stand-Down
02 Sep	Dock Trials
03 Sep - 04 Sep	Fast Cruise
05 Sep - 10 Sep	Underway: Sea Trials, TACAN Certification, ORSE Preparations
22 Sep - 30 Sep	Underway: PALS Certification, Flight Deck Cert CATCC Certification, CVW-11 CQ, ORSE Preparations
23 Sep	Naval Aviation-Wide Safety Stand-Down

04 Oct	Open House
06 Oct - 10 Oct	CNAP Quality Assurance Audit
15 Oct	Hispanic Heritage Celebration
20 Oct - 23 Oct	Underway: CVW-11 CQ, ORSE Preparations
28 Oct - 29 Oct	CART Phase 2
03 Nov - 13 Nov	Underway: CVW-11 CQ, ORSE Preparations
17 Nov - 21 Nov	CNAP 3M Assist Visit
17 Nov - 21 Nov	Weapons Magazine Sprinkler Certification
24 Nov - 26 Nov	CMS Inspection
03 Dec - 11 Dec	Underway: CVW-11 CQ, ORSE
15 Dec	All Hands Holiday Party
15 Dec - 19 Dec	HERO Survey
16 Dec - 26 Dec	First Holiday Leave Period
27 Dec - 06 Jan	Second Holiday Leave Period

1997 Command History by Department

ADMINISTRATIVE DEPARTMENT

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

Officers: 156

Chiefs: 192

Crew: 2,332

Received and processed 52 officers and 1,132 enlisted 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 inconvenience 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, 1,700 active duty, 327 reserve, and 30 retired identification cards were issued by our personnel.

Transferred 54 officer and 506 enlisted, and 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 member's performance in personal affairs. The transfer screenings generally encompass the "Whole Person" concept.

Separations from Active Duty. 18 officer and 602 enlisted personnel left active duty status for varying reasons. Separations included closing out the member's Service Record after determining the character of the member's service upon discharge.

Members were screened to determine the authority for discharge. Based on discharge authority, and fitness or 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 excess of 7,000 service record entries were made to the 2,680 assigned personnel records.

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

Public Affairs

CARL VINSON Public Affairs was recognized by winning two of three RADM William Thompson Awards for Public Affairs Excellence for large commands afloat. The awards were earned for the ship's involvement in the CARL VINSON Classroom, a program which invited high school students onboard to demonstrate the practical applications of math and science. The second award was for the ship's "Bittersweet Homecoming," maximizing the public relations value of having the CARL VINSON return to Alameda from deployment for the last time. The myriad of traditional and new programs were also executed by public affairs, even while the ship endured Planned Incremental Availability.

Communications among crew members, prospective crew members, family members or Sailors Navy-wide, continues to be revolutionized by CARL VINSON. The ship's Public Affairs staff has aggressively sought-out avenues to inform and entertain the crew by employing every conceivable communication tool. According to recognized experts outside the life-lines, CARL VINSON is blazing a path for the rest of the Navy to follow, all for the benefit of the deserving crew.

The ship used various media to keep the crew, their families and the public informed of what was happening around the Gold Eagle. During the PIA period, CARL VINSON installed a new SITE 501 system, replacing the Super SITE suite the ship had received

from USS MIDWAY. The new suite included an upgraded Character Generator channel, which has made posting information via the television system a reality. About eight 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 weekly programming, Navy Motion Picture Service feature movies, AFRTS Duplicating Facility material, AFRTS Television Tape Library movies, live or recorded studio productions, GMT training films and three channels received via satellite

The Public Affairs team ensured CARL VINSON was continually and positively represented in internal and external media. By year's end, 73 releases and score of photos were released to the public, generating hundreds of stories.

Recognized in a personal letter from VADM Bennitt to the Commanding Officer, CARL VINSON's web page "exemplifies the Navy's dedication to providing the best possible service and keeping your 'people first.' Your web site is a perfect example of our emphasis on the Quality of Life of our Sailors and their families." CARL VINSON's new web site has securely employed the latest in communication tools to supplement an aggressive internal awareness program targeting Sailors and their families.

Armed with the "World's Largest Afloat Network," planners for the new site sought to supplement the command's aggressive efforts to make information available to the extended CARL VINSON family by creatively applying technology. The web master is now able to update the site within minutes, even while the ship is underway, which makes it not only informative but timely. As part of the web page, newly reporting personnel can now review an unclassified copy of the ship's upcoming schedule, a Commanding Officer's monthly column, get helpful links to other area web sites that may prove helpful in learning about the home port, as well as acquire general information about the ship and crew. Perhaps the most significant improvement on the site is the ability to E-mail the ship's assistant Personnel Officer for sponsorship information, or any of the ship's four ombudsmen for more information.

Recognizing the distinct technical advantage CARL VINSON has concerning electronic information, combined with an unparalleled enthusiasm to realize the potential of this budding media, the ship continues to build on this most successful source of information. The address to the CARL VINSON homepage is www.cvn70.navy.mil.

The ship has nearly 500 E-mail-capable computers which support more than 3,000 E-mail accounts belonging to Sailors. These numbers increase proportionately when the air wing and staffs embark. Not only can a significant amount of official ship's business be transacted without paper, but crew members can interface regularly with loved-ones back home right from their desk top computer. By all accounts, this is the crew's favorite and the single greatest contributor to the outstanding morale aboard.

Microsoft Windows Magazine recently promoted the ship as a LAN success story, and reported in a major three-part story on the Navy's employment of LAN's in their December 1997 issue that "The USS CARL VINSON is a strong case for the IT-21 concept because the ship is deploying standard technology quickly and to great effect."

The internal computer connectivity revolutionized the way the crew communicated internally. Besides notes between crew members, the LAN offered significantly improved access to electronic information. Made available on the "public" drive were Plan of the Day, ship's schedule, subscriptions to the Navy Wire Service and NAVNEWS, recreation clubs, departmental bulletin boards, ship's instructions and notices.

The ship also enjoys access to the Internet's World Wide Web (WWW), through use of a 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 stories 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 the result of Challenge Athena (CA-III), but rather the ingenious development of the ship's computer network constructed by the ship's automated data processing crew. The ship can interface with the Internet both with and without the CA-III system and routinely use other communications satellite methods when CA-III is off-line for maintenance.

Commonly referred to as Sailor Phones, the ship has made direct access to loved-ones back home available for everyone. All that is needed is a phone card, which can be bought 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 10 lines available at one time for use by the crew, and the caller directly reaches an English speaking operator. The system has been highly reliable and extremely popular.

The ship's news paper, The Eagle is published daily at-sea and weekly in-port. The 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. 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. Stories from the Eagle can now be enjoyed by family members at home as they are posted on the ship's web page.

When the ship is in port, spouses of crew members now enjoy a monthly newsletter, the Eagle's Nest, which is mailed (bulk rate) directly to their door steps. There is a column by the Commanding Officer addressing issues of importance to family members. The newsletter also contains an Ombudsman page to provide another vehicle to help them spread the word. Other regular features include a two-month calendar of upcoming events, the ship's schedule, and regular advertising for the ship's careline and web site. Many of these stories are posted on the internet web page for convenience.

The ship invested in an automated careline, 1-888-GOCVN-70, that provides several recordings and the opportunity to contact an ombudsman directly, at no cost to the caller. By calling the toll-free number, spouses can hear a message from the Commanding Officer, the President of the Officer or Enlisted Spouses' Club, and receive ship's events and scheduling information. Each of these messages is updated as events warrant and can even be updated while the ship is underway. Callers can also be connected directly to one of the CARL VINSON's four ombudsmen.

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

CARL VINSON: The Man and the Machine. This 30-minute documentary was written and filmed on CARL VINSON and produced by

a Bremerton-based production company. The show aired on local television for more than a month. Crew members are able to purchase it for \$5 and it has proved very popular.

CARL VINSON WESTPAC '96 video was made available early in the year following the very successful deployment. More than 2,000 copies were sold, and they are still being sold from the ship's MWR office.

"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 Air Wing squadron. Crew members could buy bingo cards (for six games) for a total of three dollars, and raised more than \$12,000 for the ship's MWR fund.

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," as well as a few creative Safety Department "Public Service Announcements."

The crew enjoyed four shipboard radio channels (one live and three from rotating compact disks) and one live programming via satellite. 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 ship conducted various media availabilities throughout the year. The ship extended invitations to media and encouraged them to interview any Sailor they wanted. This resulted in our Sailors receiving positive attention and generally more favorable media coverage. In numerous cases, enlisted crew members served as media escorts. Positive news and feature stories recognizing the ship and Sailors have aired on each of the region's network affiliates and in every area newspaper.

The ship processed more than 500 Fleet Hometown News Center Releases for crew members reporting aboard, being promoted or winning awards. Release forms have resulted in more than 2,500 releases processed by the center.

"I" Division

Thoroughly revamped at the start of this year, CARL VINSON's "I" Division is divided into three tracks, each offering a

required series of indoctrination information and training. Basic damage control and maintenance PQS, Navy Rights and Responsibilities, Sexual Assault Victim Intervention, educational services available, ASSET testing, various safety programs; various wellness programs like alcohol awareness, health promotions and suicide prevention; career information programs; and a series of introduction lectures by leadership and key personnel from throughout the ship are some of the topics covered in the three week session. More than 500 newly reporting Sailors have graduated from the class, and while the program undergoes continued refinement, it has been a huge success.

Once an individual checks on board, and following berthing assignment and a ship tour, they are immediately placed into the first track that starts each Monday. No one waits more than five work days from their report date to start "I" Division. At the end of the pipeline, indoctrinated Sailors are required to critique the course, and each feedback form is reviewed in detail by the Training Officer, the Executive Officer, and the Commanding Officer.

Command Support

The quality and accessibility of administrative support are better than any aircraft carrier in the U. S. Navy today. CARL VINSON maintained the Consolidated Personnel Office concept, wherein both officer and enlisted service records are maintained in one location, providing one-stop service for most personnel needs. Based on the success of this initiative, the ship consolidated the Personnel and Disbursing branch that liquidates travel claims.

In port and underway, the crew mustered with the Commanding Officer for Captain's Call at least once a month, and as required, to hear him regularly and ask questions directly. The face-to-face communication with all crew members has dramatically improved earnest communication and demonstrated the Commanding Officer's concern that each crew member be afforded frequent opportunities to hear information from the source, first hand. The Executive Officer and Command Master Chief were always present and available to help clarify responses during the question and answer phase of Captain's Call.

The Command Master Chief is highly visible and approachable on CARL VINSON. He spends most of his time out-and-about the ship, but also maintains an office adjacent to the Mess Decks to

provide maximum accessibility by the crew. He is present at all official functions with the Captain including award and promotion ceremonies and ship visits by distinguished visitors.

The Career Information Team has become an integral part of the support structure on board CARL VINSON. Comprised of the Commanding and Executive Officers, Command Master Chief, Command Career Counselor, and 128 fully trained divisional counselors, the team taught 25 Command Information Training Courses for nearly 1,000 personnel. Over 35 PRD adjustments were processed along with \$530,000 in Selective Reenlistment Bonuses.

While the Commanding Officer of a command as large as CARL VINSON cannot attend every ceremony, he does ensure that the Executive Officer and all Department Heads give each ceremony proper attention and dignity. The Commanding Officer attended most reenlistment, advancement, award, retirement, and commissioning ceremonies. During the past year, CARL VINSON conducted over 182 reenlistment, eight advancement and promotion, 15 retirement, and two commissioning ceremonies.

One key aspect that determines any Sailor's Quality of Life is the Quality of Life of their family. To realize the full potential of supporting Sailors and their family, CARL VINSON recognizes that avenues to solicit concerns and feedback are critical in resolving issues deemed important to the customer -- the crew and their family members. The ship has developed and fostered several avenues to generate discussion and problem resolution.

CARL VINSON established a model OMBUDSMAN program staffed with four Ombudsmen, even before the ship's home port shift at the start of the year. The Ombudsman Care Line (1-888-GO-CVN-70) was implemented to give family members direct access to OMBUDSMEN and acquire information on the ship's schedule, or hear from any of the key figures in the various spouse organizations. Each of the OMBUDSMEN has E-mail capability, and their E-mail addresses are "hot linked" in the ship's web site, which makes contacting them as easy as "point and click."

CARL VINSON currently has an Officer and an Enlisted Spouses' Club with active phone trees and frequent meetings. The clubs not only generate a camaraderie among the families, but also serve to recognize births, share in the sorrow of loved one's passing and other key milestone's in crew member's lives. The spouses' clubs assist in such events as the annual children's Holiday and Easter parties, as well as key community relations efforts such as Bremerton's Festival of Trees.

Several aspects of command support continue to revolutionize

as communications technology rapidly advances. In the spirit of this award, there are several avenues that directly contribute to the shipboard Quality of Life that demand attention. One such critical initiative is the ship's continuing education programs. CARL VINSON boasts the most diverse and comprehensive Educational Services Office afloat. Currently, Sailors can legitimately pursue all levels of accredited education.

CARL VINSON was recognized this fall by BUPERS Director for Educational Programs Dr. Fran Kelley as the Navy's most ambitious ship with respect to affording crew members educational opportunities.

At the most elementary level, the ship has administered more than 800 ASSET tests and are now given as part of "I" Division training. In an aggressive testing program on board, more than 500 CLEP, 70 SAT, 30 ACT and 5 GRE exams have been administered to Sailors.

In terms of lower-level college courses, CARL VINSON was the first CV/CVN to offer instructor-based PACE courses while undergoing an availability in the controlled industrial area of Puget Sound Naval Shipyard. While classes were available infrequently from the on-base Navy Campus Office, they did not provide the flexibility required for Sailors assigned to arduous shipboard duty in an overhaul. More than 150 Sailors enrolled in the instructor-based program on board this year. Building on that success, the ship installed 5 multi-media computers to launch the computer-based PACE Program in the ship's library. To date, more than 250 Sailors have enrolled in the very popular, self-guided course.

CARL VINSON has now started offering upper-level college courses under the University of Maryland's (UMAD) Internet Program. This is the first time the program has ever been offered to aircraft carrier Sailors. Currently 17 students are enrolled in this promising pilot program, which could one day result in a Bachelor's Degree from the university.

Perhaps the biggest achievement was an initiative driven by CARL VINSON, whereby 44 Sailors are pursuing their Master's Degrees through Georgia College and State University, even while underway. Students enrolled in the course will pursue Masters-level courses with the accredited college through a system of E-mail, video teleconferences, traditional text books, Internet chat rooms with their classmates in Georgia and a virtual library called "Galileo." Galileo is a database available through the Internet that allows the student to index several thousand

periodicals, scholarly journals, business directories and other electronic and print media sources. Students can only access the database with a password, which issued for the duration of the curriculum. Though Galileo resides in Milledgeville, GA., incidentally the hometown of the late Representative Carl Vinson (D-Ga.), Sailors can access the extensive database to research and review class material at any time, anywhere.

It is important to note that in all of these educational opportunities, the only cost for Sailors is that of the text books. That includes the upper level college courses as well as the Master's courses. These opportunities not only improve the morale of the crew, it makes CARL VINSON stronger.

AIR DEPARTMENT

The Air Department met all challenges and milestones for calendar year 1997 with unprecedented success. Following a home port change, CARL VINSON completed the final carrier arrested landings for VA-196, the last A-6E squadron to decommission and closed the book for Intruders. Transitioning to the shipyard environment, the Air Department led the way during an intense, first ever, West Coast Planned Incremental Availability, which entailed the most comprehensive work package ever accomplished in a six month period. The result of exceptional professional initiative, the Air Department maintained qualification currency throughout PIA and obtained numerous new qualifications by sending detachments to other fleet carriers, including extensive support of surge flight operations aboard USS NIMITZ. Without missing a beat, the post-PIA CARL VINSON team returned to sea in September--professionally, safely and on time. The CARL VINSON-CARRIER AIR WING ELEVEN team was then forged. We flawlessly executed Crew Certification I and II, Command Assessment of Readiness and Training (CART) I and II, Flight Deck Certification and Fuel Certification, and completed numerous Type Commander readiness and competitive exercises. The Air Department continues to lead CARL VINSON during turnaround training for the next deployment.

Flight Deck Division's "ready to go" attitude allowed them to establish a reputation for excellence and exceed all expectations during 1997. The flight deck team never let up and "hit the deck running" after the completion of PIA, logging over 3,790 aircraft moves, without a single aircraft crunch or incident.

The flight deck Crash and Salvage Team honed their skills in aircraft fire fighting and salvage techniques throughout PIA. Their abilities were evident during Flight Deck Team Training in NAS Pensacola, Florida, where they earned accolades such as "the best class in 16 years of the school." The team successfully completed Flight Deck certifications and both phases of CART with flying colors, boasting zero discrepancies in material, equipment and training/PQS programs. Coming out of an ambitious PIA, COMCARGRU THREE lauded the team as "the best ship they've seen."

Innovative training aboard USS NIMITZ was conducted by the Flight Deck Training team during PIA. Relentlessly maintaining readiness qualifications, the two Air Departments joined for a full set of flight deck drills on NIMITZ with resounding success.

Catapult and Arresting Gear Division entered the history books by flawlessly conducting the last 38 A-6E Intruder traps in the Pacific Fleet and finished 1997 with 1408 Carrier Qualification (CQ) launches and arrested landings. This achievement was accomplished on the heels of a six-month PIA, during which V-2 completed work packages encompassing 19 major service changes and ship alterations, while completing over 3,200 scheduled and corrective maintenance actions.

With safety at the forefront, V-2 spearheaded integration of the Shift Operator Management System (SOMS), by incorporating four computer operating stations and qualifying 12 supervisory personnel to safely and efficiently coordinate ship-wide tag-out tracking procedures. This system remains in place and is operating superbly. Additionally, the division led the installation and testing of the first-ever Long Range Laser Lineup System, which will enhance carrier naval aviators' ability to more precisely approach and recover aboard carriers. Striving to maintain exceptionally high readiness levels throughout PIA and work-ups, V-2 Division aggressively pursued new qualifications for over 43 catapult and arresting gear operating stations, three Quality Assurance Inspectors, five Collateral Duty Quality Assurance Inspectors, eleven Collateral Duty Inspectors, 32 basic Damage Control and 22 3-M Maintenance Personnel.

The Aircraft Launch and Recovery Equipment Team attained the highest possible level of currency and enviable proficiency by conducting in-port and at-sea drills consisting of 24 barricade rigs, 16 catapult hang fires, 36 fire drills, 37 Manually Operated Visual Landing Aide System station rigs, 24 jet blast deflector emergency lowerings, 12 Fresnel lens drills, 20 cross deck pendant changes and 10 deck status light failures. Major

service changes and ship alterations completed during PIA included CARL VINSON becoming the first CVN 68-class carrier to have a one-piece flush deck nose gear launch cover plate, new hydraulic accumulator piston, CSV encoder fail-safe system, removal of catapult lube on retract cycle, the incorporation of an ALRE maintenance support center, installation of rereeve access covers, one-piece deck covers with improved fasteners, an arresting gear officer digital synchro readout, improved secondary lube block mounting and a Flight Deck fill capability for the arresting gear. Major maintenance included two launch valve repacks, two retraction engine rereeves, six vertical accumulator repacks, two steam seal replacements, five arresting gear rereeves, 12 socket terminals poured, seven accumulator repacks, five constant runout valves overhauled and two barricades rebuilt.

Hangar Deck Division oversaw the central staging site for shipyard maintenance, while still remaining prepared for numerous ceremonies and celebrations. They conducted over 250 aircraft elevator runs, as well as sliding padeye weight testing and hangar deck sprinkler testing in support of PIA. The Hangar Bays were showcased during numerous events, including a 7,000-person San Francisco Bay Area reception prior to the ship's change of home port. All receptions and Hangar Deck events were consistently "first class acts." Lastly, Hangar Deck Division hosted over 5,200 visitors during the 1997 Puget Sound Naval Shipyard Armed Forces Day Open House.

Aviation Fuels Division achieved unparalleled success in areas of facilities and system upgrades, repair, rehabilitation and operations. Employing the "smart-start" concept, 948,611 gallons of JP-5 was off-loaded in six evolutions at NAS Alameda. This allowed critical tank maintenance and cleaning to begin prior to the change of home port. Fuels Division conducted two major in port fuel on-loads while at Puget Sound Naval Shipyard Bremerton, Washington. Over 952,886 gallons of JP-5 were received from barges tied alongside. Both evolutions were conducted without a single spill or mishap. Three incident-free underway replenishments, obtaining over 2,306,727 gallons of JP-5 were completed. In support of CVW-11 Carrier Qualifications and Flight Deck Certification, the division fueled over 556 aircraft with 349,616 gallons of JP-5 fuel.

Operational Risk Management (ORM) played a significant role in preparing the crew mentally and physically for lube oil and

JP-5 fuel on-loads. These briefs were organized for both command level supervisors, and division personnel. Use of ORM set new standards for the planning and preparation of high-impact critical events, and served as the communication tool for departments throughout CARL VINSON and PSNS.

Fuels Division successfully passed rigorous inspections, including Hull, Mechanical and Electrical testing (HM&E); Dock Trials, and Sea Trials combined with Aviation Fuels Console Certifications. V-4 was recognized as having the "most improved" training program by the COMNAVAIRPAC Aircraft Handling Team. The Quality Assurance Program Inspections passed with flying colors with "no major discrepancies."

The Air Department Administration/Training Division (V-5) is the epitome of administrative professionalism. V-5 Division expertly executed the authorized training budget during 1997. A total of 12 Air Department Sailors completed ABE, ABF and ABH Class "C" Schools in NATTC Pensacola, with 4 of the 12 graduating "first" in their classes. The V-5 Division also led the way in planning, coordinating and executing all aircraft fire fighting throughout the ship, graduating over 450 Sailors in Shipboard Aircraft Fire Fighting training. V-5 sent 130 personnel to complete Aircraft Handling, Aviation Fuels System, and Catapult and Arresting Gear Refresher Courses. Thirty-five personnel completed the E-5/6/7 Navy Leadership Continuum courses, and four personnel completed the Aircraft Welding Course. Over 120 personnel trained on other carriers for PQS watch station training on aircraft handling, aviation fuels system, tower operations, and catapult and arresting gear systems. These training milestones were achieved through dogged determination and the astute use of TAD resources.

The Air Department 3-M branch was superb, recording a 95.84% Recorded Accomplishment Rate during the CNAP 3-M Assist Visit, with a remarkable confidence factor of 100%. These metrics were the highest among the five major departments on CARL VINSON. The overall Planned Maintenance System Performance Rate was 98.96% for 3,622 maintenance actions (861 more than in 1996), resulting in an indisputable grade of "Outstanding." Air Department's 3-M Program remains the strongest aboard CARL VINSON.

The Air Department led the fleet numerous times during 1997. It hosted the 1997 Aviation Boatswain's Mates Association Symposium in Silverdale, Washington. This four-day event included professional speakers and seminars, making a positive impact on both the professional development and morale of fleet

Sailors. The department was represented at the CV/CVN Naval Air Training and Operating Procedures Standardization Conference, presenting significant proposals, including a thoroughly researched point paper on "Wind-Over-Deck Safety Requirements." The department also participated in the annual Aviation Launch and Recovery Equipment Conference, a vital exchange of information. Its "model" Air Standard Operating Procedures was disseminated throughout the fleet using an innovative E-mail network of Air Department Officers, initiated by the CARL VINSON Air Boss.

The CARL VINSON Air Department is proud of maintaining this outstanding level of performance throughout 1997. Attaining our goal, "To sustain carrier flight operations with a highly trained, combat-ready team capable of safe and efficient movement, launch, recovery, fueling, and shelter of embarked aircraft," continues to begin with each and every newly reported Sailor in the Air Department. The dedication, total commitment, and unwavering professionalism of every Sailor in the department has been repeatedly demonstrated. Air Department can execute all operational tasking "professionally, safely and on time.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

Although not tasked with supporting an embarked Air Wing in 1997, AIMD had an exceptionally active, productive and highly successful year. Redirecting the focus from aircraft support to an industrial environment, the department completed an extensive, wide-ranging ship's force work package. AIMD led three ship-wide teams, including the Tiling, Painting and Lagging Team, the Fire Watch Division, and the Tool Issue Room. AIMD completed 663 jobs, nearly 90% of its outstanding ship's force work list. AIMD refurbished the material condition, appearance, and preservation of 247 departmental spaces.

In preparation for supporting CVW-11, AIMD Quality Assurance Division completed 46 special maintenance program reviews, employing locally appointed program inspectors. The inspectors identified 200 previously undiscovered discrepancies, which were promptly corrected. The ongoing training of Collateral Duty Inspectors, Quality Assurance Representatives, and Collateral Duty Quality Assurance Representatives resulted in the qualification of 32 personnel to monitor production quality of the department's 280 personnel.

The General Maintenance Division (IM-2) flawlessly managed the accurate transfer and receipt of over 500 Individual Material

Readiness List (IMRL) support items for the F-110 Turbofan Engine, created a local data base to ensure accurate accountability and refurbished more than 250 IMRL items.

The Avionics and Armament Division (IM-3) relocated the Calibration Laboratory to the ex-USS PROTEUS during PIA. Nearly 1000 items were calibrated as part of the Northwest Regional Maintenance Center, and approximately \$100,000 savings was realized by not out-sourcing the ship's calibration workload. The lab's major projects included the complete calibration of two jet engine test facilities.

Support Equipment Division (IM-4) completely overhauled 353 pieces of support equipment at the Support Equipment (SE) Rework Facility, Naval Station, Everett. Additionally, every piece of gear was repainted with the new white paint scheme. In preparation to support flight operations, IM-4 conducted 26 drivers' license classes, qualifying 273 Sailors to operate shipboard SE. Meticulous maintenance management produced 97.5% equipment availability throughout the early stages of work-ups.

AIMD enthusiastically supported two Damage Control Repair Lockers (1A and 1F) and one Unit Repair Locker (Unit 14). AIMD showed their DC prowess by earning runner-up in the PACNORWEST Damage Control Olympics. AIMD 3-M Branch was staffed by a hand-picked Chief Petty Officer, five senior personnel and 190 individuals from each of AIMD's four divisions. The recorded accomplishment rate on 1324 maintenance actions was 95.5% during the CNAP 3M Inspection.

AIMD is proud of achieving this outstanding level of performance throughout 1997. The dedication, commitment, and unwavering professionalism of every Sailor in the department were tested, but each new challenge was met and accomplished with efficiency and professionalism.

COMBAT SYSTEMS DEPARTMENT

The Combat Systems Department (CSD) achieved outstanding performance during calendar year 1997, continuing the CNAP-directed reorganization of the heretofore Communications Department, Electronic Maintenance Organization, and Automated Data Processing (ADP) organization. The department was re-designated as Combat Systems and led by the Combat Systems Officer. Two branches, led by the Combat Information Systems Officer (CISO) and the Combat Systems Maintenance Officer (CSMO), work together to provide tactical, operational and administrative

connectivity to virtually every part of the ship required to remain Full Mission Capable in the self-defense of the CARL VINSON Battle Group.

CSD's work and testing throughout the most aggressive PIA conducted on any carrier to date, was superbly accomplished and ensured that CARL VINSON began its turnaround training cycle with the best possible connectivity and electronic material readiness. Major improvements to seven radar systems, an electronic cooling system and overhaul, and primary message distribution system replacement were completed on time and fully tested. This is only a few of the results achieved after nearly 1000 man-days of work done by ship's force. Managing the work force called for innovative approaches to maintenance and testing, a tenacious tracking of work, and productive teamwork between CARL VINSON, Puget Sound Naval Shipyard, and Regional Maintenance Center repair facilities. Testing which had taken 12 weeks to accomplish on previous carrier availabilities was completed in only five weeks onboard CARL VINSON. Simultaneously, voice, video and data connectivity requirements remained high and were put to expert and timely use by the operations branch. Over 5,000 messages per month were flawlessly processed, while demonstrating excellent performance during Fast Reaction communications drills.

Close-In Weapons System and NATO Sea Sparrow technicians from IS-1 Division greatly exceeded expectations in the preservation and restoration of the material readiness of the ship's self-defense weapons systems. Thousands of square feet of surface area on all weapons sponsons were prepped, preserved and painted. Gun and missile systems were brought out of lay-up for approximately \$250,000 less than other carriers have historically expended, a resounding tribute to the technical excellence of IS-1 personnel. IS-1 led the way as COMCARGRU THREE and Afloat Training Group Pacific inspectors found outstanding levels of training and qualification in the entire department during Crew Certification and CART.

The Radar Maintenance Division led the Combat Systems PIA effort in accomplishing major upgrades to seven radar systems, SITE TV and Ship's Inertial Navigation System. Outstanding technical support of SINS certification, Automatic Carrier Landing System and Precision Aircraft Landing System operations paved the way to a flawless Flight Deck Certification. Extraordinary skill and perseverance on the part of the Radar Maintenance Division eliminated a "ghost target" Identification Friend or Foe problem which had plagued all carriers, and did so

without the expensive relocation of yardarm antennas. CARL VINSON's solution is under evaluation, with the potential savings going well into the millions of dollars.

Communications Maintenance Division and Facility Controls Division joined forces to superbly maintain CARL VINSON's voice, video and data connectivity throughout the year. Ship's force correction of over 60 antenna discrepancies which had been unnecessarily screened for depot level repair, saved over \$40,000. The outstanding state of communications equipment and operator training was highlighted by CARL VINSON being the first carrier to complete Tactical Air Navigation certification and all 15 sets of antenna radiation pattern recordings within the scheduled time during Sea Trials. New ground was broken in distance learning as CARL VINSON pioneered new uses of the CHALLENGE ATHENA Super High Frequency satellite system, becoming the first Pacific Fleet carrier to conduct graduate-level courses via video-teleconferencing, while underway. Technical Control personnel also facilitated quantum improvements in underway telephone connectivity by testing COMNAVAIRPAC's new ST 2000 Public Branch Exchange switch in San Diego. Proficiency and perseverance of CARL VINSON communicators resulted in 384 telephone lines being available to Pacific Fleet Super High Frequency-capable ships, tripling the previous capability.

Data Systems Maintenance Division also had a banner year ensuring robust connectivity inside the ship. The entire ship's unclassified network, consisting of nearly 850 network connections and 450 active workstations was verified and mapped. During PIA, administrative Local Area Network and Internet connectivity was routed across the pier and onto a support barge, allowing numerous offices, displaced by the extensive availability work, to carry on with the ship's daily routine, and immeasurably improving the overall work communication effort. Critical satellite bandwidth was freed for re-allocation to underway units by providing pier-side Internet connectivity to CARL VINSON. Tactical and Intelligence equipment was equally well maintained. A restoration audit of the Advanced Combat Direction System equipment found it in the best condition observed for any carrier (for that point in the work-up cycle) in over five years.

Message Processing Systems Division enabled a complete replacement of the NAVMACS (V)5 message handling system during PIA by shifting message processing functions both to and from alternative spaces, handling over 5,000 messages per month without degradation of customer service. One hundred percent of

fast reaction Beard Iron drills passed, one of which occurred at the height of the industrial availability, with CARL VINSON's communications guard operating ashore. CARL VINSON also performed well on COMCARGRU THREE's CMS Inspection, receiving a grade of Satisfactory.

Taking maximum advantage of the advanced capabilities of the new NAVMACS II system, Message Center personnel made CARL VINSON the first carrier to deliver unclassified naval message traffic via the ship's existing E-mail system. Innovative use of the NAVMACS and E-mail applications gave CARL VINSON customers unclassified messaging on the desktop, and the ability to read and write messages eliminating both the cumbersome manual delivery of paper copy or diskettes to and from Main Comm.

Without receiving the IT-21 infrastructure, ADP Operations Division activities put CARL VINSON in the national spotlight, with frequent press interest on the expertise onboard with knowledge of Internet access, shipboard LAN innovations and shipboard network operations. CARL VINSON's network, with nearly 450 workstations and 2400 users, was featured in WINDOWS NT magazine. This national exposure prompted hundreds of interested inquiries from the public, and serious business inquiries from both the Navy and private industry, recognizing CARL VINSON as the Pacific Fleet leader in shipboard networking.

Besides hosting dozens of mission critical, networked supply, personnel and maintenance applications, CARL VINSON's LAN connectivity dramatically slashed operational decision cycle time through reliable internal and external E-mail and internet connectivity, sending and receiving over 1,000 E-mail messages per day. In the area of Quality of Life improvements, not only have sailors enjoyed substantially improved morale with E-mail, but they have also been able to pursue undergraduate education through college courses offered on the Internet. A highlight for the ship this year was the opportunity to demonstrate to CINCPACFLT himself, how students in the nationally recognized, graduate-level, distance learning project with Georgia College and State University could log on and conduct research at the college's on-line library from thousands of miles away.

The CARL VINSON Combat Systems Department is proud of its many accomplishments during 1997. The dedication, ability, professionalism and achievement of every person in the department have never been higher, even though the ship just finished what many predecessors consider the least glamorous part of deployment preparations, PIA. Combat Systems Department has emerged with a

continued, front-line level of tactical, operational and administrative connectivity, and a solid foundation on which to continue improving ship self-defense readiness and proficiency.

CHAPLAIN DEPARTMENT

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 recreational and 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.

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 Ship's newspaper 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.

DECK DEPARTMENT

Deck Department of CARL VINSON turned in another stellar performance during 1997, a year of varied underway and in-port challenges. Beginning with a change of home port, Deck Department excelled throughout a six-month PIA and an aggressive work-up cycle. All of the ship's mission requirements were met, even though Deck was significantly undermanned. Strong leadership and pride of ownership continue to prevail in "Deck."

An active participant in the home port change early in the year, Deck Department took the lead in facilitating the renovation of Pier Bravo at Puget Sound Naval Shipyard. Through close coordination with base facility managers, there was a rapid transformation of an industrial pier into a fleet pier-- making it safer, easier to clean and more compatible to a fleet carrier's needs. Deck Department not only created this efficient home port site, it also created a most favorable impression for all visitors.

The ambitious PIA work package, along with the loss of ship's work force to support the PIA organization, placed a heavy burden on Deck Sailors. Major projects, including refurbishment of both anchors and chains, 252 life rafts, and installation of new Rigid Hull Inflatable Boat davits, demanded continuous attention. However, and as an example, Deck's spray teams still managed to paint over 450 spaces, one of many ongoing collateral contributions to the ship maintenance effort.

During the last quarter of the year, Deck Department was able to effectively demonstrate its continued ability to train personnel and conduct at-sea operations. The smooth completion of Dock Trials, Sea Trials and Crew Certifications I & II, and 3M Assist Visit (96.88 RAR) indicated that readiness had remained a high priority. Operationally, seven mooring evolutions, seven anchorage's, three underway replenishments, six man overboard drills, and two abandon ship drills were completed safely and professionally. All Competitive Exercises were completed except for delivering fuel underway due to unavailability of a small ship, but CARL VINSON still stands ready to deliver at the first opportunity.

DENTAL DEPARTMENT

It has been an exciting year for the Gold Eagle Dental Department. While accomplishing the primary task of preventing dental disease and treating it when detected, the doctors and technicians have been very busy in other ways too.

The year began with the homeport change to Bremerton, WA in January. This provided the opportunity to build a new relationship with Naval Dental Center Northwest (NDC/NW) for assistance with specialty referrals and Dental Corps issues. We were welcomed with open arms and have developed a successful partnership.

The move to the Controlled Industrial Area of Puget Sound Naval Shipyard and beginning of Planned Incremental Availability (PIA) proved more difficult than anticipated. While no major work outside of re-decking was conducted within the Dental Department spaces, the noise and loss of important hotel services necessitated the transfer of clinical services off-ship. NDC/NW provided two dental treatment trailers aboard the ex-USS PROTEUS (IX-518) and additional clinical spaces aboard Branch Dental Clinic, Bremerton for our use. LCDR [REDACTED] served as Officer-in-Charge of the PROTEUS satellite clinic for four months. Even

though the spaces were cramped, the USS CARL VINSON Dental Department continued to maintain readiness standards above 90%. Though the move back to our shipboard home was complicated by a Technical Assist Visit in August, helpful guidance was obtained in preparation for the Dental Readiness Evaluation scheduled for next year. Installation of four new Dent-al-Ez A3000 dental units and chairs was also completed in October.

Other events of significance included CDR J. Depner's selection to Captain and CDR [REDACTED] completing a term as Chair of the Women at Sea Committee. LT [REDACTED] was selected for the Oral and Maxillofacial Surgery with M.D. Degree program starting in 1998. Both LT [REDACTED] and AN [REDACTED] started families. Advancements during the year included DT3 [REDACTED] DT3 [REDACTED], and DT3 [REDACTED]. Both DT3 [REDACTED] and (then) DN [REDACTED] earned Command Sailor of the Quarter honors.

ENGINEERING DEPARTMENT

Engineering Department met 1997 with self-sufficiency, foresight, and creativity. The primary focus was the six month Planned Incremental Availability (PIA) with 55,000 man days spent supporting the Shipyard and Contractors. After PIA, the Engineers continued their effort by supporting several operations including Dock Trails, Sea Trails, and Carrier Qualifications and participated heavily in CART I & CART II.

During the entire availability, Engineering continued to provide electrical power, interior communications, air conditioning, firemain, potable water, and sewage services to the entire ship and airwing. The department also supported other departments during critical inspections and evolutions, including Reactor Department during Operational Reactor Safeguards Examination.

The Engineering Department remained a provider by supplying reliable equipment and utilities and improving quality of life. Specific accomplishments of the five primary divisions include:

The Auxiliaries Division supported Shipyard and Private Contractors with the Women at Sea Modifications by coordinating and supervising tagouts for over 100 work permits, providing assistance to isolate over 50 steam systems, and installing the new unit coolers and chill water systems needed for additional crew comfort and Women at Sea modifications.

Thousands of dollars were saved by the Auxiliaries Division in 1997. By isolating, realigning and installing of the ship's

chill water isolation valves, and overhauling nine regenerator check valves normally accomplished by depot level repair facility, we saved the ship over \$32,000 in repair funds.

The Department also removed, tested, repaired and re-installed 25 steam and feed water relief valves resulting in savings of tens of thousands of dollars in repair and replacement costs.

When the ship received a quote of \$10,000 from the shipyard planning department to flush, air dehydrate, and evacuate a contaminated AC plant, Auxiliaries Division used ship's resources to do the job and saved the ship from spending sparse repair money.

Liaisoned with nine different shipyard shops in the extensive job of remodeling the ship's laundry with only a seven person shop. This included replacement of six 200 pound washers, six 100 pound dryers, 15 press boards and two dry cleaning plants; all placed on line on time for sea trials.

Researched, drafted, and implemented 36 casualty control procedures for the ship's steering gear units, aircraft elevators and anchor windlass units. This greatly enhanced damage control efforts and watchstander knowledge and effectiveness.

Developed and improved pressure testing procedures for Number two Oxygen and Nitrogen Producer which allowed other critical overhaul work to continue and not affect the timely completion of over 100 other work center jobs.

Rebuilt numbers 1 and 2 conveyors with zero rework.

The Electrical Division improved 38,000 feet of cable way. Another electrical team installed 1,780 new lights and 300 electrical circuits.

37 motors were rebuilt, including rewind, bearing replacement, shaft truing, and balancing. This was a record high number for CARL VINSON rewind shop and included no rework, an indicator of the high quality produced in the rewind shop.

Overhauled two of the six 400 Hz motor generators, a job routinely assigned to depot level facilities, greatly increasing the efficiency and reliability of each.

Maintained the largest of the ship's electrical tool issue rooms, supporting all departments' requirements for loan of electrical tools and managed the ship's electrical safety program.

CARL VINSON improved the management and operation of the 3M system achieving a grade of 93.4% during the 1997 3M Assist

Visit. DC Division's maintenance men accomplished all tasks in a superb fashion, resulting in virtually zero down time of any major system despite an intense shipyard work schedule.

The DC Division with the assistance from Carrier Engineering Maintenance Assistance Team overhauled and upgraded all twenty Aqueous Film Forming Foam (AFFF) stations including upgrading Solenoid Operated Pilot Valves and Hycheck Valves which greatly improved CARL VINSON's capability to provide continuous AFFF to all Main and Reactor Machinery Spaces, Feed Control Room, Coolant Turbine Generator Room, and Flight Deck sprinklers and hose reels.

The CARL VINSON Fire Marshal operated a Fire Watch division of up to 175 people during the six month Planned Incremental Availability which stood 9,108 fire watches. The absence of any significant fire or flooding casualties this year is a testament to the overall effectiveness of this organization's effort. This effort saved the shipyard approximately 9000 man days of labor cost.

An "Hot Work On-Site Inspector Program" was also developed to qualify senior Repair and DC Division personnel as hot work inspectors. Over 200 hot work sites were checked daily, allowing shipyard and contractor hot work to continue unimpeded during a six month Planned Incremental Availability. The On-site inspectors performed a total of 13,352 safety inspections.

The DC Organization maintained ten damage control lockers and twenty five unit lockers in a ready state while in an industrial environment. Two of the ten Repair Lockers were completely gutted and overhauled. These repair locker modifications now provide more efficient access to gear and equipment thereby reducing the response time for repair parties.

The DC Organization also relocated over 10,000 pieces of Chemical, Biological and Radiological Warfare equipment from the Chemical Warfare Shop in order to complete a total light and ventilation installation of the CBR gear stowage void. Requirements for inventory and maintenance of Chemical, Biological, and Radiological (CBR) gear were met and steps taken to ensure that USS CARL VINSON is already stocked for its deployment '98-'99.

In a two week period, the DC Division removed, hydrostatic tested, and reinstalled twenty six Halon 1301 cylinders. This provided halon to be readily available to the JP5 pump rooms, allowing V-4 Division to safely bring on over one million gallons of JP5 fuel.

Maintained a highly proficient and well trained Damage Control Training Team (DCTT). This all volunteer organization planned, coordinated, and executed numerous comprehensive inport and at-sea General Quarters drills preparing the ship's crew and repair lockers for the upcoming Tailored Ship's Training Availability/Final Examination Phase cycle.

Also supported Reactor Department in preparation for an Operational Reactor Safeguards Exam (ORSE). This included numerous Flying Squad/Rescue and Assistance Detail drills in the propulsion plants. The Damage Control Training Team also provided much needed expertise and refresher training to ensure all Damage Control equipment and teams were safely exercised and used correctly.

Vital damage control procedural documents such as the Chemical Biological and Radiation Bill, Main Space Fire Doctrine, General Emergency Bill, Toxic Gas Bill, Darken Ship Bill, Environmental Pollution Control Bill, and At-Sea Rescue and Assistance Bill, were updated and improved to reflect the newest tactics and system modifications incorporated on the ship. This greatly enhanced the awareness and overall effectiveness of damage control training in these areas.

Held several "DC Day" damage control training stand downs featuring live training with Oxygen Breathing Apparatus and firefighting equipment to raise crew awareness and help crew members complete Damage Control Personnel Qualification Standards.

Supporting the maintenance philosophy of accomplishing maintenance in shorter, more frequent, less disruptive maintenance periods, planned and executed five major upkeep availability's during significant in port periods. Over 1000 contractor and Intermediate Maintenance Activity (IMA) jobs were scheduled and accomplished. Superior planning and coordination techniques ensured all jobs were completed within schedule, often prior to critical underway operations.

Screened and tracked over 1,500 Ship's Force Internal Work Requests for all shipboard departments and squadrons, increasing the ship's ability to perform mission essential tasks.

Coordinated all aspects of the repair of mission critical Hull, Mechanical and Electrical equipment for the Battle Force Intermediate Maintenance Activity's 33 jobs.

Performed numerous tasks in preparation for upcoming Planned Incremental Availability (PIA) 97 to include: screening over 4,000 jobs, determined manning requirements for ship's force work packages, developed PIA instructions, and conducted regular PIA meetings with the chain of command and departments.

Refurbished the Gold Eagle Gym including fabricating a new walk-way for more convenient access to the Gym. This was a high profile job and one directly affecting crew's morale.

Fabricated the new Crew's Lounge, also contributing to the Crew's morale. Completed 316 work requests (AWRs) involving welding which directly supported the ship's functional and operational requirements.

Replaced 22 fire main reducing station valves. Completed 455 trouble calls for the maintenance of CHT other various piping systems.

With assistance from Puget Sound Naval Shipyard, Repair Division replaced the flushing nozzles in all 6 CHT tanks.

Hydroblasted the forward section of the ship CHT system which greatly reduced the number of potential trouble calls from those zones.

During PIA, the valve shop overhauled 297 valves. The Locksmith manufactured 1123 keys, installed or repaired 230 door knobs, cracked 16 out of 16 safes, and installed 20 Mas-Hamilton XO-7 safe locks.

The Engraving Shop performed over 4200 engraving requests ranging from simple name tags to complex computer aided signs for ship's company, staff, squadron and hosted personnel.

The Carpenter manufactured 8 picture boards for various departments and rebuilt the wood-work on the Motor Whale Boat.

The Machine Shop cut numerous slip rings, electro-plated 16 end-bells, and manufactured 4 motor shafts.

Reviewed and approved more than 300 Controlled Work Packages (CWP) during PIA 97 ensuring technical specifications were met and documented.

Restructured and enhanced the quality assurance organization by combining the nuclear and non-nuclear Q&A organizations into one entity under Engineering Department. This avenue led to the revamping the ship's Q&A instruction to clearly identifying the applicability of the Joint Fleet Maintenance Manual (JFMM), Volume V and requirements to specific work centers. These changes have streamlined the review and approval process of CWPs and provided consistency throughout the Q&A organization.

Conducted extensive research in the development of a NAVEDTRA 43523 Q&A PQS tailoring matrix that identifies by division the applicability of Q&A PQS line items. These changes have eliminated confusion and increased the efficiency of Q&A and QC qualification process.

Promulgated guidance and provided training on a broad spectrum of issues to include: Command Organization, training,

personnel qualifications and, tests and inspections, objective quality evidence and documentation, Departure from Specifications, formal and controlled work, in-process controls, and surveillances, for eight departments and more than 50 key command QA personnel.

Offered technical reference and assistance using a wide array of computer-based programs and technical equipment.

Served as the technical focal point for Material Requisitions and Technical information concerning the ship's array of combat and service equipment.

Generated 554 Problem Worksheets correcting and modifying the ship's combat and service equipment files. Processed over 21,000 Configuration Changes (CK's) documenting modifications to ship's installed equipment during the PIA 97.

Assisted over 4,300 shipboard and airwing customers, providing drawings, technical manuals, stock numbers, APL's and other pertinent technical information.

Maintained over 9,200 ship's technical manuals supporting all departments requirements for loan of technical manuals. Implemented 692 changes, resulting in the upgrade and revision of 619 technical manuals and 5,300 drawings.

Incorporated over 500 changes to the Coordinated Ship's Allowance Listing COSAL expeditiously and efficiently which greatly enhanced logistic support.

Managed the shipwide 3M program effectively, resulting in an average Recorded Accomplishment Rate (RAR) of 98%. Managed an extremely aggressive spot check program both external and internal to each department. Increased the Confidence Factor that the PMS is being done and done correctly. Hosted an informal COMNAVAIRPAC 3M Assist Visit in November receiving a score of 93%. The highest attained by a PACFLT carrier.

First PACFLT aircraft carrier to automate PMS scheduling. Over 70 workcenters utilizing the PMS Auto Scheduler Program to implement semi-annual Force Revisions and generate cycle, quarterly and weekly schedules.

Maintained the ship's Consolidated Ship's Maintenance Plan as a correct, current and dynamic reflection of required maintenance. As part of preliminary planning for the FY97 PIA, reviewed the ship's CSMP with availability planning agents, allowing the planning agents to cancel as unnecessary an individual work center CSMP "review and purge" as a result of the correctness and completeness of the document, thereby saving numerous man days of effort.

Processed over 500 Technical Feedback Reports (TFBR) citing problems with List of Effective Pages (LOEP), Maintenance Index Pages (MIP), and Maintenance Requirement Cards (MRC). Also feedback was provided to assess and improve maintenance procedures.

Identified over 50 PMS reduction actions and submitted the to COMNAVAIRPAC.

LEGAL DEPARTMENT

The Legal Department's primary mission in 1997 was three fold: (1) to maintain security, 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, and embarked upon an aggressive electronic tax filing program. L-1 directed 30 Line of Duty and Command Investigations; handled 15 Congressional Inquiry responses and Freedom of Information/Privacy Act requests; provided Standards of Conduct training and advice on acceptance of gifts; facilitated creditor-debtor actions; tracked over 100 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 700 nonjudicial punishment report chits, 35 summary courts-martial, 2 Article 32 Investigations, 3 Administrative Separations Under Other Than Honorable Conditions in Lieu of court-martial, 200 Administrative Discharges, 25 Administrative Discharge Boards, 900 Notaries, 550 Powers-of-Attorney, 50 Legal Assistance cases, and 5 Command Investigations.

L-2 Division provided internal ship's physical security, including brow inspections and military working dog (MWD) inspections; provided security for over 170 special evolution's and command functions and conducted ship-wide physical security surveys. Upon the downsizing and future deactivation of the embarked Marine Detachment, L-2 assumed all duties as the Special Operations Response Team (SORT), an armed response force providing security to the ship and its crew. L-2 also managed

restricted personnel and Restricted Berthing; responded to over 2,000 calls for service, conducted investigations and prepared Incident Complaint Reports; liaison with the NCIS Resident Agent Afloat and both local and foreign law enforcement authorities, administered the command urinalysis program with over 6,500 samples drawn and packaged for testing with a 99.5% discrepancy free record; registered personal property belonging to crew members; welcomed and processed ships visitors and contractors; 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 503 Incident Complaint Reports, involving 62 assaults, 89 larcenies, 72 unauthorized absentees, 45 drug related cases, and 38 drunk driving incidents, and conducted further detailed investigations on 115 of these reports. L-2 also processed 2,035 lock cuts for crew members and registered 833 items of personal property. The division issued passes to over 10,345 visitors and 3302 contractors. L-2 processed and managed 385 restricted personnel. They also conducted 18 command authorized Military Working Dog inspections to include the searching of 110 spaces and 2,703 bags. L-2 conducted over 134 scenario-driven security drills, 32 physical security surveys, 13 Police Academies of 56 hours each, and provided over 8,200 man hours of additional security and general military training.

L-3 division safely operated the ship's Brig in accordance with current instructions. The Gold Eagle Brig passed its annual CINCPACFLT inspection with zero discrepancies and was declared the "best brig in the Pacific Fleet" by the inspector. The staff also provided prisoner escorts to and from courts-martial, and prisoner appointments; coordinated confinement in-processing of 28 courts-martial prisoners, and 3 bread and water prisoners.

MEDICAL DEPARTMENT

The Medical Department continued to provide exceptional care for our Sailors during a challenging year. From the change of home port in January 1997, through the Planned Incremental Availability, the department continued to provide top-quality, comprehensive patient care. Our objectives were to provide holistic full-service medical care, prevent morbidity and when it occurred, the expeditious return of our patients to duty. The Medical Department implemented the following improvements:

The Medical Department multi-media computer center is the ship's only departmental Local Area Network (LAN) that can work

independently of the ship's LAN during down times. Our systems were expanded by three additional workstations and twenty-one systems were upgraded with multi-media capabilities. To fully exploit this capability, several medical texts were made available on the Medical LAN. The first version of a Medical Department Web page on the Internet was created and implemented.

With the improvements to the computer network, the Navy standard "green logbooks" were replaced with automated databases in the following areas: sick-in-quarters chits, inpatient admissions, consultation referrals, accident and injury reports, professional appraisal reports, the binnacle list, non-naval health care bills, and the Medical Department Daily Journal. These data bases have eliminated legibility problems associated with handwritten logs that allowed direct instantaneous transmission to concerned members of the chain of command. Of particular interest is the 74,791.00 dollars of non-naval healthcare bills that can now be tracked quickly reducing the stress, potential negative financial, and credit implications that could result from direct billing of the service member.

Readiness was further enhanced with the installation of the Pharmacy data base labeling program that decreased the average patient waiting time from an average of 5 minutes to 2 minutes per patient. More than 40,000 prescriptions and over-the-counter medications were dispensed this calendar year.

Computerization was evident in non-patient care areas as well. The Medical Repair section created the department's first automated database of plant property, with complete medical inventory and cross-referenced to the Authorized Medical Allowance List. The equipment repair list was also included in the database, allowing quick and easy retrieval of equipment service history.

With the emphasis on safety, computerized data bases using proprietary statistical packages made trend analysis possible, e.g., determining that an inordinate number of accidents occurred going down ladders. In summary, enhanced administrative ADP capabilities increased efficiency threefold and brought us closer to our goal of a paperless office.

During PIA, the Medical Department underwent 16 successful civilian contract Women at Sea modification projects. Some projects included head reconfiguration, treatment room alterations, a hydrotherapy room, curtains, lighting improvements, tiling, installation of refrigerator alarm systems, and plaster traps fabrication. In addition, 2800 staff hours

were expended in 14 major ship's force work projects, such as the tiling of over 800 square feet of Medical Department spaces and painting of 14 other spaces. Wiring upgrades were completed on the whirlpool baths, radiograph unit high tension cable, electrical outlet installation in the Flight Deck Battle Dressing Station, and Laboratory.

Equipment calibrations during PIA 97 included heat stress monitors, patient ventilators, electro-surgical analyzers, patient vital sign simulator, radiographic unit, and sound level meter.

The Medical Department was a key player in the command-wide blood drive in conjunction with Naval Hospital Bremerton, Madigan Army Medical Center, and McChord Air Force Base Branch Medical Clinic. This drive resulted in the collection of over 150 units of whole blood. Additionally, the Medical Department assisted in a bone marrow collection and donor drive collecting over 200 samples for potential transplant matches.

Medical Department personnel participated in two beach clean-up projects in the Bremerton area. The Ship's Surgeon was an active member of the CARL VINSON classroom project that educated local school children in science and math skills.

During the change of home port, the Medical Department coordinated and organized TRICARE representatives from Bremerton Naval Hospital to accompany the ship. They presented TRICARE briefs to ship's company and facilitated the Composite Health Care System enrolling over 2,000 personnel.

This past year also focused on Continuing Medical Education. Three corpsmen were EMT certified, for a total of five on board. Three providers were sent to National Naval Medical Center for a Trauma Symposium. Command Alcohol Assistance Center providers attended Native American Chemical Dependency Council meetings and the Preventive Medicine work center found time to attend Sexually Transmitted Disease clinical updates. Sexual Assault Victim Intervention (SAVI) training for first responders and providers was accomplished for several clinicians. In anticipation of standing-up a Health Promotion Council, the Senior Dental Officer, the future PRT Coordinator, and Chaplains were sent to the Health Promotion Coordinators course. Our own Health Promotion Coordinator, the Ship's Nurse, attended the Peripherally Inserted Intravenous Catheterization Course (PICC). The Ship's Surgeon was afforded the opportunity to attend his annual academy meeting and the Senior Medical Officer went to a preventive medicine review.

Over 325 Sailors received CPR certification this past year. Additionally, over 1,000 CARL VINSON crew members were instructed on basic first aid.

The Counseling And Assistance Center (CAAC) was incorporated into the Medical Department this year. The following services have been developed and implemented: a complete continuum of care model for chemical dependency screenings, treatment, aftercare, and intensive education based on the American Society of Addictions Medicine. A comprehensive alcohol outreach training program, Alcohol-Impact course, and the "safe ride home" program, significantly reduced ship wide alcohol related incidents by 50%.

CAAC also provided IMPACT and OUTREACH training to 14 divisions, reaching over 1,000 personnel.

The Medical Department has been resourceful in saving over 20, 000 dollars of equipment repair and replacement costs. This saving was realized by obtaining excess medical materials and consumables from decommissioned vessels and shore treatment facilities. Through the innovative use of the Internet, excess materiel from Navy, Army and Air Force (as advertised on the Navy Medical Logistics Command's home page) was procured. This material included, but was not limited to, an operating room table, Miller Boards, Neil Robertson stretchers, oxygen saturation monitor, IV fluids, two electric hospital beds, and an x-ray identification imprinting camera.

Medical sharp waste was disposed of by the new improved Thermal Activated Plastic Sterilizer (TAPS) medical waste processor. The out-dated autoclave was removed from the ship, making the space available for storage.

Medical repair also moved its physical location, allowing increased space utilization by making another procedure room and placing the Surgeon's office closer to patient care areas.

The Medical Department has pursued vigorously the goal "healthy Sailors" by publishing health tips in the POD and articles in the ship's newspaper. Training classes were conducted during I Division training to include; stress management, exercise, nutrition, alcohol and tobacco abuse, and suicide prevention. The TRICARE Health Enrollment Assessment Review survey was distributed to provide health risk assessment and statistical feedback to the Medical Department. Three nurses from Naval Hospital Bremerton have accompanied the department during underway periods to provide suicide prevention, stress and anger management classes to over 700 CARL VINSON sailors.

Tobacco cessation was encouraged with the use of a self-help program "Free & Clear" and classes at Naval Hospital Bremerton. The Medical Department also prepared two booths on the mess decks and hangar bays for the Great Navy Smokeout. Tobacco users identified by the Medical Department received a "two-minute intervention" on the hazards of tobacco use by the health care provider. While preparing for extended underway periods, 20 CARL VINSON sailors received certification as Tobacco Cessation facilitators to provide service at sea.

The Medical Department spear-headed the CARL VINSON's commitment to Health Promotions by standing up an Executive Steering Committee sponsored Health Promotions Quality Management Board. Four personnel were sent to the Naval Environmental Health Promotions Program Officer Course to provide expertise in preparation for this project. This multi-disciplinary pro-active council's goal is to make CARL VINSON the standard of excellence in Carrier Health Promotions.

During Operational Reactor Safeguards Examination, the Radiation Health Program underwent an intensive record review process. This review included the records of 480 occupational and 620 non-occupational radiation workers, including a Main Space Drill. As a result of the Radiation Health Officer and Radiation Health Technician's hard work, attention to detail and outstanding performance during these drills, the program received the grade of "Excellent" and was cited as "best in the fleet" by the ORSE inspectors.

Statistics for 1997

ITEM	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Audiograms:	106	148	80	223	251	237	317	201	205	204	359	369	2,700
Electrocardiograms (ECG):	4	5	7	11	12	17	19	21	17	40	20	41	214
Immunizations:	2108	190	400	320	540	320	403	530	2018	1803	129	308	9,069
Laboratory Tests:	535	1011	1457	1161	2289	1946	1590	1220	2112	868	1278	1211	16,678
Physical Exams (All):	168	248	386	564	450	421	349	460	416	356	338	296	4,452
Prescriptions Filled:	970	1148	1032	1268	1182	1548	1741	1595	1212	1644	1228	1165	15,733
Radiographs (X-rays):	48	92	70	0	56	0	115	0	353	302	295	249	1,580
Surgical Procedures:	2	0	18	13	25	24	22	14	30	7	3	6	164

NAVIGATION DEPARTMENT

The Navigation Department has proven 1997 to be a successful operating year. CARL VINSON finished a highly successful six-month PIA by leaving the shipyard safely, professionally, and on time. After a successful Crew Certification, the Navigation team achieved the Tailored Ship's Training Availability II level during Carrier Assessment and Readiness Training II. The CARL VINSON Navigation Department then completed an outstanding Navigation Check Ride and achieved M-1 Readiness status.

Major events included: 14 Sea/Anchor details; 4 Underway replenishment details; 9 hours alongside time; 11 approaches; and 7 anchorages.

OPERATIONS DEPARTMENT

Every 1997 CARL VINSON evolution, from the time it was scheduled by Strike Operations to when the last aircraft was controlled by Carrier Air Traffic Control in Air Operations, was executed safely, professionally, and on time. This reputation was earned due to the dedication and professionalism of outstanding personnel in the Operations Department. Always ready for the next event, the Operations Department was a key player in this successful year in CARL VINSON's history.

CARL VINSON Strike Operations achieved unequalled levels of performance and success throughout 1997. All 39 underway days were coordinated, scheduled and executed, including the post-Planned Incremental Availability Dock Trials, Fast Cruise, and Sea Trials, with outstanding mission success. In addition, over 800 shipboard training and readiness exercises were scheduled, guaranteeing the highest possible readiness for 17 departments. Strike Operations used innovative computer software to track and disseminate schedule information, and was constantly improving the Air Plan and Ship's Schedule production process.

Air Operations conducted the last COMNAVAIRPAC launches and recoveries of the A-6E Intruder aircraft on 13 February 1997. Following a six-month PIA, Air Operations successfully completed CATCC Certification and Precision Approach Landing System Certification. After extensive coordination with NAS Whidbey Island, the Federal Aviation Administration, and Transport Canada, Case I/II CQ operations in the restricted waters of the Strait of Juan de Fuca were successfully demonstrated.

Air Operations statistics included: 1,408 arrested landings (1100 day, 308 night); 542 Case III approaches; 427 passengers; 5,704 pounds mail; and 17,625 pounds cargo transferred.

During the six-month PIA, though staffed only at 60%, OS and OZ Divisions completely renovated 40 work spaces. CARL VINSON's Intelligence team began the work-up cycle, fully prepared. After successfully completing Crew Certification Phase II, the Combat Systems Training Team (CSTT) and watchstanders for Intelligence and Cryptology were assessed during Command Assessment of Readiness and Training (CART) Phase II at the Tailored Ship's Training Availability II level. Training programs were evaluated as outstanding and the Signal Intelligence Publications Library (SPL) was found to be "very impressive."

CARL VINSON's Carrier Intelligence Center (CVIC) has continued as a pioneer in automated information systems, increasing its internal classified Local Area Network (LAN) by using commercial, off-the-shelf technology. PC work-stations were added and current Local Area Network Personal Computers were upgraded to increase the Air Wing's ability to plan multi-faceted operations by sharing larger numbers of files, images and briefs.

CARL VINSON's Photo Lab produced over 50,000 photographic products, including over 20,000 in support of routine departmental requests. OP Division maintained the largest digital lab afloat, consisting of five functioning digital work-stations, four of which are networked on an internal LAN. The Photo Lab submitted 82 images to Chief of Naval Information (CHINFO) and had over 120 images published by external publications. Average submission to external sources was four images per week.

The upgrades to a Noritsu color film processing unit, a Noritsu color print "mini-lab" and modification of a custom-color print processor have significantly decreased the environmental impact from CARL VINSON photo lab processing. The waste from the Noritsu processor is containerized and transferred to HAZMAT for disposal. The custom-color print processor was modified to allow processing without a wash-cycle, also making it environmentally safe.

Following a highly successful 1996 Western Pacific Deployment, CARL VINSON Meteorological and Oceanographic briefing products were copied by Afloat Training Group Pacific and used as a baseline for training afloat OA divisions. The installation of the Tactical Environmental Support System 3 Next Century Transition (TESS 3 NC) improved our ability to provide tactical and Meteorology and Oceanography decision aids to Task Group units.

CARL VINSON's Combat Direction Center (CDC) team had an extremely successful year. CDC maintained the highest state of

training readiness in all warfare areas, despite the extensive PIA, by aggressively coordinating and participating in off-ship and in-port training exercises.

CDC effectively trained its personnel throughout PIA. CDC instructed personnel in the use of several new combat systems and upgrades, including the Battle Force Tactical Trainer (BFTT), Combat Large Screen Display (CLSD), NAVMACS II, AN/SYS-2, and the SPS-48E. Air Intercept Controllers from CARL VINSON were the first from any U. S. naval vessel to qualify as controllers in the Western Area Defense Sector (WADS), McChord Air Force Base, greatly enhancing the joint defensive capability of the Pacific Northwest. On its own initiative, CDC went on to establish this joint interoperability, not only with McChord Air Force Base, but also with Fort Lewis, U. S. Coast Guard District 13, and all Pacific Northwest naval shore commands, via the Wide Area Network line/Multi-Unit Tactical Trainer System.

CDC conducted 23 General Quarters training scenarios in order to maintain proficiency of all watchstanders. During Crew Certification Phases I/II and CART II, Afloat Training Group Pacific assessed the Combat System Training Team at the Tailored Ship's Training Availability II training level. COMCARGRU THREE was enormously impressed with the level of knowledge and capabilities of the Combat System Training Team. Commander, Afloat Training Group Pacific commented that "the ship's training team demonstrated the ability to plan, brief, execute and debrief a wide range of training exercises that were more complex and better integrated than any aircraft carrier in the Pacific."

Undersea Warfare (USW) personnel conducted tactical training at Naval Undersea Warfare Center, Keyport, Washington. USW personnel also maintained flight qualifications by coordinating and flying with P-3 squadrons located at Naval Air Station Whidbey Island.

In March 1997, the Electronic Warfare module attained a Level I overall completion grade on the ULM-4/REWS range. Besides honing their superior operational skills, Electronic Warfare personnel performed a Class II overhaul on the AN/SLQ-32, which required the removal and replacement of over 48 separate electronic components. Extensive Corrosion Control work was completed on antenna mounts and foundations, enhancing the material condition of AN/SLQ-32 systems.

CDC's professionals excelled as ambassadors of goodwill and self-improvement. They spearheaded two community service projects: Partnership in Excellence Program and Westpark Community service. Twenty-five personnel attended college and

one earned an Associate degree. The CDC team attended several occupational schoolhouse courses: Radar Assisted Piloting, Search and Rescue, Naval Tactical Systems Afloat Data Base Manager and Watch Officer Course of instruction, Multi-link Operator, SYS2 Operator, USW Watch Officer and EW Journeymen Operator. Training and readiness were maintained while numerous CDC personnel participated in several joint exercises: JTFEX 97-2, Roving Sands, AMALGAM Warrior 97-2 and RSOI 97.

Considering that 50% of 1997 was spent in the yards undergoing maintenance and with limited time at sea, Operations Department did a remarkable job training and maintaining skills. This was made evident when all training areas were evaluated by Afloat Training Group, Pacific at either Tailored Ship's Training Availability II or III during Carrier Assessment and Readiness Training II. Aggressive scheduling and efficient use of the 39 underway days led to the completion of as many Readiness and Competitive exercises as the schedule could possibly allow.

SUPPLY DEPARTMENT

The Supply Department has been at the forefront of another premier year for CARL VINSON. The department fully met the challenge of changing home port and supporting the most important event of the turnaround cycle, Planned Incremental Availability. CARL VINSON's availability was the most ambitious an aircraft carrier has accomplished. Detailed and continuous planning made both unqualified successes.

The Supply Department's outstanding year began with the January change of home port. The logistics support network, which had served CARL VINSON so well for so many years in the Bay Area, was left behind and entirely new support channels were established in the Puget Sound area. Comprehensive planning was essential to ensure support transition dates were met, all material was received or forwarded to Bremerton, new procedures were learned and new relationships with support activities were started. Disbursing processed over 1500 change of home port orders and over 1,400 Variable Housing Allowance changes. All service divisions provided outstanding support to the families that rode CARL VINSON to Bremerton on our Noah's Ark Cruise.

Planning for PIA covered not only the accomplishment of an impressive departmental work package, but also the maximum maintenance of services on board in the midst of ship alterations

and work packages impacting large areas of the ship. Through close liaison with Puget Sound Naval Shipyard (PSNS), Supply was able to influence the scheduling of work and plan services around work requirements to provide the crew high quality services throughout the availability.

Readiness divisions set an extraordinary standard for support throughout the availability. No maintenance actions were delayed due to non-availability of material. One hundred percent of customer requests were satisfied.

Stock Control Division (S-1) and the Customer Service Branch (S-1A) were key participants in the success of supporting the availability. Through intensive Basic Requisition File (BRF) maintenance and diligent reordering, CARL VINSON completed PIA and put to sea with a Consolidated Shipboard Allowance List (COSAL) range and depth of 96% and 91%, respectively. Through persistent inventory management, Re-distributable Assets On Board (RAB) and Re-distributable Assets On Order (RAO) goals were met and maintained. The Customer Service Branch supported operations at every juncture, rapidly and accurately filling requisitions for non-navy stock umber items through commercial vendors through the newly implemented International Merchant Purchase Authorization credit card program. In its first year of existence, 537 International Merchant Purchase Authorization Card purchase actions were made totaling over \$170,000. Procurement time averaged three days, a reduction of nine days per purchase or 75 percent.

Aviation Support Division (S-6) performance was unmatched. Inventory reconciliation was a resounding success. No additional funding was required to order replacement stock and losses were only 0.76%. Intensive BRF maintenance and accurate, controlled off-loads resulted in meeting repairable RAB goals. S-6 provided superb support to deployed carriers. They processed 327 cross-deck messages sending 517 items valued at over \$20 million to all 1997 deployers. Immediate reorder of cross-decked parts and aggressive requisition maintenance maintained Aviation Consolidated Allowance List (AVCAL) range and depth at 96% and 89% respectively. The AVCAL groom is well underway which will provide Carrier Air Wing ELEVEN with the same superior supply support enjoyed by Carrier Air Wing FOURTEEN.

Material Division (S-8) had a significant portion of its personnel dual-hatted with the PIA Temporary Services Division. This division provided all crane and temporary services to PIA jobs. Throughout the availability, Temporary Services Division promptly met all 9500 requests for services. S-8 managed over

4600 line items of Ship's Force Work Package material valued at over \$575 million. In addition, they initiated an aggressive inventory and Location Accuracy Program (LAP) program which has already improved inventory validity by over 12%. Self-help projects upgraded material condition in 20% of storerooms.

Hazardous Materials (HAZMAT) (S-8H) played the most significant role in CARL VINSON winning the Chief of Naval Operations Environmental Quality Award for 1996, in addition to being the runner-up for the Secretary of the Navy Environmental Quality Award for 1996, both second consecutive awards. They were also the winner of the Northwest Regional Navy Community Service Environmental Stewardship Award. As a result of CARL VINSON's environmental awareness, Seattle's King 5 TV News Environmental Reporter came aboard to interview the crew and film a segment for broadcast. The result was an extremely positive film highlight on the Navy's superb efforts afloat as a top environmental steward. This year the ship adopted an innovative one stop shopping ECOLAB cleaning system. This system reduced the number of line items from 61 to 10 with an annual estimated savings of \$500,000. In August, CARL VINSON became the first carrier in the fleet with a fluorescent lamp disposer. In addition to reducing another source of pollution, estimated annual savings from this equipment are \$30,000. During PIA, HAZMAT teamed with PSNS HAZMAT to provide the best hazardous materials support to a maintenance availability. PSNS adopted many of our procedures to improve their hazardous material control processes.

Postal Division (S-12) had a very successful year and is a strong contender for the Postal Award.

Services divisions are strong contenders for 1997's major supply services awards. They again set the standard for world-class customer service and innovation.

The Food Service Division (S-2) met every challenge imposed during the arduous PIA. Two galley moves were accomplished, scullery capacity was increased by 40%, and major maintenance projects were performed around the mess decks with no degradation in standards of service. Star Performer meals for top divisional performers, and monthly birthday meals, both highlights from the deployment, continued. A new specialty item was added to the menu--Live Maine Lobsters were featured at two special meals during the availability. These initiatives combined to help maintain top crew morale during a demanding PIA. Our chefs

started a training relationship with the Sheraton Hotel in Seattle that provided training in commercial food service practices. Olympic College seminars also honed culinary skills and provided college credit. S-2 is poised to be the top contender for the Ney Award.

Sales Division (S-3) had a banner year, the best ever for a CV/CVN during an industrial availability. The Enhanced Quality Of Life package for 1997 focused on S-3. All three stores have undergone complete refurbishment. They are the equal of stores being built for newly commissioned carriers. Our design template has now become the design standard for the Nimitz class. Even though operating only one store the division had another extraordinarily successful sales year: sales exceeded \$1.4 million, profits turned over to MWR were \$235 thousand, and a stock turn of 4.34 was achieved. CARL VINSON is the only carrier to make stock turn and our sales were the higher than any other carrier in a maintenance availability. On the services side, all six washers and dryers and 15 presses were replaced with new equipment. The dry cleaning machines were replaced with state-of-the-art, environmentally friendly machines.

Disbursing Division (S-4) again scored a grade of OUTSTANDING on this year's surprise audit. To improve customer service they co-located their Travel Section with Personnel, reducing travel claim processing time by 60%. Disbursing achieved a zero out of balance account rate. During the year CARL VINSON attained 100% Direct Deposit System (DDS) participation for all eligible personnel. S-4 completed the first carrier implementation of the Automated Teller Machine (ATM) Safekeeping System, significantly enhancing customer support and reconciliation procedures.

The Wardroom Division (S-5) with its "Olympic Cafe" theme is a strong contender for the 1997 Dorrie P. Miller Award. The dining area received new decking and bulkhead coverings. A new scullery machine was installed along with state-of-the-art beverage service machines. All 250 staterooms were painted during the availability. S-5 accomplished two galley shifts to accommodate maintenance requirements and were able to provide uninterrupted, outstanding service on board throughout the six month availability. Service was maintained with such a high standard of excellence that the Director of Naval Nuclear Propulsion, Admiral Bowman, was able to be hosted for breakfast on board while mess operations were shifted out of the main

dining area. In October, the Wardroom hosted a dinner meeting of the Navy League Olympic Peninsula Council attended by RADM Sullivan, SUBGRU NINE. This was another "best-ever event" and contributed to the tradition of CARL VINSON being the best host on the West Coast.

The CPO Mess (S-11) was another "Best in the Navy" -- second consecutive winner of the Carl P. Scheuefele Award for CPO Mess Excellence and a leading contender for a third award. They built upon that standard of excellence and accomplished a comprehensive rehabilitation of the mess. Besides new decking, color scheme and bulkhead treatments, a redesigned seating arrangement added 20% more seating capacity. CARL VINSON's CPO Mess is quite arguably the finest mess afloat.

In March, the department assumed responsibility for Morale, Welfare, and Recreation (MWR). The new S-7 Division immediately set out to improve inventory accuracy, equipment accountability, and strengthen organizational structure. In June the ship hired a civilian Recreation Specialist who has developed our MWR program into one of the best in the fleet. Using Bureau of Naval Personnel (BUPERS) Fleet Initiative Program, they purchased exercise equipment and CARL VINSON created the Gold Eagle Gym offering more than two dozen high-quality machines for tailored muscle group exercise. A second gym, the cardiovascular gym, has 30 pieces of additional exercise machines such as treadmills, life cycles and step masters. Both gyms have full length mirrors, rubberized flooring and rival any commercial health club in terms of atmosphere. Our crew enjoys two of the best afloat gyms in the Navy. MWR has also placed more than a dozen aerobic machines throughout the ship, which enable crew members to work out close to living and work areas. CARL VINSON was the first aircraft carrier to receive the Cinema at Sea Initiative (CASI) and associated sound system. The suite includes huge screens, surround sound systems and projectors that can support everything from VCRs to computer hook ups to video games. MWR offered discount professional sports tickets, and sponsored the summer picnic, Winter Holiday Party, and Spring and Fall Flings.

This year of turnaround in our operational schedule was fully supported by the efforts of the dedicated team in the Supply Department. Our achievements set the standard for carrier support during maintenance availabilities and are highly deserving of the Supply Excellence Award.

The Morale, Welfare, and Recreation (MWR) Committee on board CARL VINSON is an increasingly 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. To better promote positive recreational opportunities afloat and ashore, the MWR office moved to an office on the ship's mess decks. The crew cannot help seeing the myriad of programs available to them.

Based purely on CARL VINSON's insatiable appetite for Quality of Life improvements, the ship was the natural choice to serve as test platform for the Bureau of Personnel's Fleet Recreation Initiative. The program identified and funded gym equipment, sports gear, multi-media computers and dozens of video games to improve the recreational opportunities while at sea. Through the ship's pro-active posture, all materials were provided at no cost to the ship or MWR.

Five multi-media computers are E-mail-capable and can browse the World-Wide Web (WWW), even while underway. They are located in the Ship's Library and Multi-media Resource Center, and anyone can use them. More computers have been purchased to provide crew members scores of available software programs to plan finances or trips, or maybe just play computer games.

The video games include more than two dozen Sony Playstations, Nintendo Gameboys and Sega Saturns. The ship has just received more than \$1,000 in various games that can be played on the machines.

A favorite service to the crew was block seating at various professional sports games at significantly reduced prices. On multiple occasions, more than 800 crew members attended CARL VINSON Day at the Seattle Kingdome to watch the Seattle Mariners play baseball. For one of the games, the Commanding Officer actually "threw out the first pitch," much to the delight of the crew attending the game. Other tickets made available to Sailors on board at reduced prices were Seattle Seahawks, Super Sonics, Sea Dogs and Reign home games.

MWR also supported multiple ship-wide tournaments in basketball, tennis, football and chess. Each was subsidized to cover the cost of tournament fees and prizes for the winners. MWR also maintained the traditional Leisure Outlet Store from which Sailors could check everything from musical instruments to board games to sports equipment. They also sold many emblematic items such as the ship's Cruise Book, the cruise video, the

special documentary Carl Vinson: Man and Machine. These items were sold at relatively low cost to crew members yet at a profit to the MWR fund.

A highly popular program was the subsidy program, which reimbursed Sailors for legitimate activities such as movies, theater, concerts, ski trips -- nearly anything. In all, MWR reimbursed \$95,310 to crew members.

Before the ship even moved to the Northwest, MWR was coordinating with the Single Sailor program to receive promotional information and briefs from Just-4-Fun, the regional MWR organization that provides positive, healthy recreation alternatives to crew members for little or no money. The programs in which CARL VINSON participated included white-water rafting, shopping trips, hiking, concerts and ski trips, just to name a few.

Sailor of the Quarter (SOQ), Junior Supervisor of the Quarter (JSOQ), and Senior Supervisor of the Quarter (SSOQ) programs have been designed to provide as much recognition for deserving Sailors as possible. This year, CARL VINSON recognized four top performers in each category. It is noteworthy, that our Sailor of the Year the past two years was not only selected as the Task Group Sailor of the Year, but was also advanced to E-7 as well. CARL VINSON winners receive head-of-the-line privileges, an MWR Gift Certificate for use in the Ship's Stores, head-of-the-pier parking for the next quarter, a certificate of recognition, and a plaque. Additionally, each department recognizes their respective SOQ, JSOQ, and SSOQ with a special liberty chit, certificate, and a plaque. All departmental and ship Sailors of the Quarter are invited to attend a special luncheon in the Chief Petty Officers' Mess.

CARL VINSON families have enjoyed unparalleled social opportunities this year, thanks to the "play hard" attitude of the MWR office. MWR boosted morale by hosting two major events: the All Hands Picnic and the holiday party. The holiday party was a "world-class affair," and more than \$10,000 in door prizes were given away. In the interim, the ship hosted the Fall Fling, a pizza and bowling party targeting single and family-oriented Sailors. These were in addition to other social gatherings conducted routinely by the spouses' groups.

This ship is also the only carrier with a full-time crew's Laundromat. CARL VINSON installed 18 washers and dryers in an under-utilized head for use of the E-6 and below personnel to wash civilian and gym clothes. Each department and squadron has allotted periods for "laundry hours." Judicious use has proven that the GOLD EAGLE Laundry can be run and still maintain

appropriate water levels; another morale booster for the crew.

Lastly, one special service that has been a grass roots initiative and that is worth recognizing as an avenue for providing positive alternatives for Sailors on liberty is a dedicated community relations committee. Not only has it offered a morale boost to Sailors, but it has provided a fantastic benefit to our home port neighbors. More than ten thousand hours have been dedicated in support of dozens of community relations programs both on board and in the community.

TRAINING DEPARTMENT

The Training Department is organized into three divisions: Training Administration; Drug and Alcohol Program Assistant (DAPA); and Equal Opportunity (EOPs)/Command Managed Equal Opportunity (CMEO).

The Training Officer, a Lieutenant Commander, has overall responsibility for the day-to-day operation of all facets of the Training Department. Training Department personnel include: (Administration) LCPO - E9 (MMCM), LPO - E6 (MS1), WCS - E5 (YN2), and four junior Sailors; (DAPA) Command DAPA - E7 (MMC), Asst. DAPA - E6 (AO1, AT1) and Aftercare Supervisor - E6 (AO1); (EOPs/CMEO) one E7. The Command Career Counselor was transferred to the Administrative Department in June 1997.

Significant Accomplishments during this year included a major overhaul in the way we received newly reporting Sailors. In April 1997, the department initiated "Indoctrination Division" ("I" Div). This replaced "Familiarization and Indoctrination Division" for newly reporting personnel E6 and below. In "I" Div, newly reporting personnel immediately report to the Training Department for three weeks of in-depth CARL VINSON and Navy indoctrination and training. Additionally, all newly reporting khaki personnel participate in a revised "I" Div. During 1997, over 500 new personnel completed "I" Div.

In August 1997, the Training Department was responsible for the ship's Women at Sea (WAS) Certification. Certified by COMNAVAIRPAC as ready to embark women as ship's crew. Final inspection and certification took place after the Planned Incremental Availability (PIA) modifications were complete.

The ship executed \$428K in TADTAR funds during the calendar year.

Other items of interest include a non-traditional Training Initiative far-reaching initiative undertaken by the CARL VINSON to identify non-Navy and non-traditional training resources in the Pacific Northwest after the change of homeport. As a result

of this effort, the CARL VINSON and other ships in the geographic area have been able to accomplish much needed training while saving scarce TAD funds and travel time.

During the September underway period, a Personal Responsibility and Values Educational Training instructor accompanied the crew and provided training in the prevention of alcohol abuse and misuse. As a result of this creative effort, the PREVENT instructor accompanied the crew during several successive at-sea periods. This is one example of the initiative shown by the Command DAPA which has resulted in a 50% reduction in alcohol-related incidents since the change of homeport.

In Reserve Training, the department provided hands-on, in-rate training for the members of the three CVIN Reserve Units-- Columbus, Dallas, and Minneapolis. During the year, over 200 USNR members traveled to the ship for their annual 12 day Active Duty for Training (ACDUTRA). Some were fortunate enough to be on the ship during an underway period. Most of the Reservists were enlisted and were assigned to AIMD, Air Department, and Operations.

In December, three midshipmen from the US Merchant Marine Academy completed their Midshipman First Class cruise requirement by accompanying us for one month. While they were able to participate in all aspects of the ship's day-to-day evolutions, they were assigned to the Air Department.

Due to the constraints of PIA, NROTC/USNA Midshipmen were not onboard CARL VINSON during the year.

WEAPONS DEPARTMENT

During 1997, CARL VINSON Weapons Department contributed to a successful PIA (Planned Incremental Availability) and work-up schedule. The progression from the PIA to work-ups has developed the department into an impressive and well-organized team. The Weapons Department continued to build upon its solid foundation of ordnance training, weapons buildup and delivery, and personal development.

G-1 Division completed the rehabilitation of thirty work spaces, thirteen jettison lockers and four weapons magazines. By utilizing ship's force manpower, the division saved the Navy in excess of \$100,000 in contractor costs. They also successfully installed the Navy's first computer automated Maintenance Material Management (3M) scheduling program (SKED PORT) for two workcenters.

During the Planned Incremental Availability, G-2 Division renovated eight spaces which included the ship's armory, adjoining

passageway, divisional lounge and berthing, fanroom, barber shop passageway, storeroom, and torpedo magazine. The division also restored twenty-four ready storage lockers, eight .50 caliber machine gun lockers, five .50 caliber machine gun mounts, the storeroom, and forty magazine sprinkler systems.

The G-2 Division was selected by COMNAVAIRPAC to be the test platform for MACHALT 793-63001. The alteration modified thirteen ammunition magazine entry doors to the new security locking system or "Shipboard Internal Locking System."

The armory successfully transitioned from the .45 caliber pistol to the 9mm pistol. The department qualified 185 personnel in the use and care of this weapon.

G-2 Division passed the FTC PAC Magazine Sprinkler Re-Certification inspection.

G-3 Division rehabilitated seventeen spaces which vastly improved their material condition and preservation.

In addition, the G-3 shop overhauled and refurbished 1945 pieces of aviation weapons support equipment.

G-4 successfully completed major ship alterations of all weapons elevators. The alterations included installation of new motor controllers, hybrid relay platform controllers, dual hatch controllers, status indicator panels, under voltage trip control panels, door and hatch lubrication fitting modifications, and AFFF sprinkler upgrades.

They planned, organized, and implemented the required training for the new weapons elevator system operation and maintenance. In addition, they established the new and improved personnel qualification standards for the operation and maintenance of the elevators.

Weapons Department participated in the shipboard training cycle during CREWCERT phases I & II, TSTA phase I, ORSE, and the 3M assist visit. The department has continued to make the necessary preparations for workups and deployment.

Weapons Department successfully completed major ship alterations on all weapons elevators. The alterations included the installation of new motor controllers, hybrid relay platform controllers, dual hatch controllers, status indicator panels, under-voltage trip control panels, door and hatch lubrication fitting modifications, and AFFF sprinkler upgrades. The ship alterations integrated the weapons elevators with state of the art technology, vastly improving overall operation, reducing down time, and easing maintenance.

CARL VINSON Weapons planned, developed, and implemented required training for the new weapons elevator system operation and maintenance. The new and improved personnel qualification

standards for operation and maintenance of elevators, oral and written examinations, lesson plans, and licensing requirements were established as well. This involved a major re-qualification for Weapons Department personnel, including procedures for operators, safety observers, maintenance (electrical/mechanical), hydraulic power unit operators, and elevator troubleshooters.

The restoration of all weapons elevators and 17 G-3 Division spaces vastly improved their material condition and preservation. G-2 Division repaired and overhauled 40 magazine sprinkler systems, ten .50 caliber machine guns, and 25 ready service lockers. Reparations to the Armory, G-2 berthing, head, three passageways, fan room, and lounge were also made, along with the rehabilitation and overhaul of 1945 pieces of aviation weapons support equipment on schedule. All the G-2 magazine sprinkler systems were re-certified during the Command Assessment of Readiness and Training (CART) Phase II and Crew Certification I and II.