DEPARTMENT OF THE NAVY
USS CARL VINSON (CVN 70)
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From: Commanding Officer, USS CARL VINSON (CVN 70)
To: Chief of Naval Operations (N09BH)

Subj: COMMAND HISTORY FOR 1999

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Ship's Mission and Organizational Structure
(2) Historical Narrative
(3) Departmental Command History
(4) Welcome Aboard Book
(5) Commanding Officer's Biography and Photograph
(6) 1999 Press Clippings
(7) 3.5 inch Disk

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

H. P. Roux, Jr.
By direction

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 that American technology and know-how remain unsurpassed in achieving the highest standards.

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

CARL VINSON is part of the Pacific Fleet and helps maintain stability in a region of great strategic and economic importance to the United States—the Pacific Rim. This area covers one-third of the earth's surface and more than 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 unequaled 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. CARL VINSON's immediate superior in command id:

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 (Jan-Oct)
	CAPT Bruce W. Clingan (Nov-Dec)
Executive Officer	CAPT Richard B. Wren (Jan-Jul)
	CAPT(SEL) C. Andrew McCawley (Jul-Dec)
Command Master Chief	AKCM(AW/SW) Michael H. Williams
Administrative Officer	LCDR [redacted] (Jan-Oct)
	LCDR [redacted] (Nov-Dec)
Aircraft Intermediate Maintenance Officer	CDR [redacted] (Jan-May)
	CDR [redacted] (May-Dec)
Air Department Officer	CDR [redacted] (Jan-Apr)
	CDR [redacted] (May-Dec)
Chief Engineer	CDR [redacted]
Command Chaplain	CDR [redacted] (Jan-May)
	CDR [redacted] (May-Dec)
Combat Systems Officer	CDR [redacted]
Dental Officer	CDR [redacted]
First Lieutenant	LCDR [redacted] (Jan-Jul)
	LCDR [redacted] (Jul-Dec)
Legal Officer	LCDR [redacted]
Medical Officer	CAPT Robert L. Koffman
Navigation Officer	CDR [redacted]
Operations Officer	CDR [redacted] (Jan-Apr)
	CDR [redacted] (Apr-Dec)
Public Affairs Officer	LCDR [redacted]
Reactor Officer	CAPT Ronald Y. Heath (Jan-Feb)
	CAPT George L. Ponsolle (Feb-Dec)
Safety Officer	CDR [redacted] (Jan-Apr)
	CDR [redacted] (Apr-Dec)
Supply Officer	CDR [redacted]
Training Officer	CDR [redacted] (Jan-Feb)
	LCDR [redacted] (Feb-Dec)
Weapons Officer	CDR [redacted] (Jan-May)
	CDR [redacted] (May-Dec)

HISTORICAL NARRATIVE

1980: On March 15, Congressman Carl Vinson became the first person in the history of the United States to witness a launching in his honor.

1982: USS Carl Vinson is commissioned on March 13, 1982.

1983: After extensive work up and sea trials, the ship with a crew of almost 6,000 Sailors departed Norfolk, Va., on March 1, 1983, and embarked on an eight-month around the world cruise. Carl Vinson steamed in the waters of the Caribbean Sea, Atlantic Ocean, Mediterranean Sea, South Atlantic and Indian Oceans, South China Sea, Sea of Japan and the Pacific Ocean en route to its new homeport of Naval Air Station Alameda, Calif. On Oct. 28, 1983, Carl Vinson sailed under the Golden Gate Bridge for the first time as it entered San Francisco Bay.

1984: Carl Vinson received the highest marks ever awarded an aircraft carrier during an operational readiness examination in February. In March, the ship and crew became "San Francisco's Own" in a formal adoption ceremony. In May, Carl Vinson participated in RIMPAC '84, a multi-national exercise involving ships from nations which "Rim of the Pacific" including Canada, Japan, Australia, as well as the United Kingdom. On Oct. 14, Carl Vinson began a seven-month Western Pacific deployment.

1985: From early January to mid April, Carl Vinson was deployed in the Indian Ocean for 107 consecutive days at sea operations. The carrier received its first Meritorious Unit Commendations for operations conducted from November 1984 to May 1985. In February, the Chief of Naval Operations named Carl Vinson as the winner of the Admiral Flatley Memorial Award for operational readiness and aviation safety for 1984.

1986: In May and June, the ship was involved in a series of high-tempo operations that included RIMPAC '86 exercise. On Aug. 12, Carl Vinson deployed on its second Western Pacific/Indian Ocean cruise and it's third deployment in all. During transit west, Carl Vinson became the first aircraft to operate in the Bering Sea.

1987: After conducting extensive operations in the Indian Ocean and North Arabian Sea, Carl Vinson transited the Bering Sea once again in January. During the transit to NAS Alameda, Carl Vinson received the highest grade ever given to an aircraft carrier during an Operational Reactor Safeguard Examination.

1988: Carl Vinson departed NAS Alameda for its fourth deployment on June 15, 1988, and making another challenging and successful transit of the Bering Sea. The carrier completed 82 days on station in the North Arabian Sea. While on station, the Gold Eagle supported the escorting of American flagged tankers in the Arabian Gulf. Carl Vinson returned to NAS Alameda on Dec.16. The carrier received its second Admiral Flatley Memorial Award for aviation safety.

1989: The carrier departed Alameda on Sept.18 to participate in PACEX '89, the largest peacetime naval exercise since World War II. Carl Vinson conducted operations in the icy waters of the Bering Sea, including operations inside the Aleutian Islands. In the following weeks, Carl Vinson, leading a battle force of three carrier battle groups, conducted operations in the Western Pacific Ocean and Sea of Japan, and were joined by the navies of other nations.

1990: The ship departed on its fifth deployment on Feb. 1 for the Western Pacific and Indian Ocean. The carrier received its first COMNAVAIRPAC Battle "E" award for 1990. After returning to Alameda on July 3, the carrier steamed to Bremerton, Wash. in September to commence a complex overhaul at Puget Sound Naval Shipyard starting on Sept. 22, which would conclude on April 6, 1993.

1994: The carrier started its sixth deployment on Feb. 17 to the Western Pacific and Arabian Gulf in support of Operation Southern Watch. The Commander-in-Chief, Pacific Fleet Change of Command was held on the carrier on Aug. 5 while at Pearl Harbor. Carl Vinson returned to Alameda on Aug. 17; and received its third Admiral Flatley Award for aviation safety.

1995: From Aug.26 to Sept. 3, Carl Vinson participated in Exercise Ke Koa and the commemoration of the end of World War II in the Pacific. During the commemoration, President Bill Clinton visited the ship in Hawaii and 12 historic warplanes from World War II were launched from the flight

deck. One month later, the ship returned to the San Francisco Bay area and participated in Fleet Week, '95, launching World War II aircraft, an F/A-18 Hornet and F-14 Tomcat, and an unprecedented launch and recovery of an S-3 Viking in San Francisco Bay. The carrier received its second Meritorious Unit Commendation for the 50th Commemoration of VJ Day 1995.

1996: Carl Vinson departed May 14 for its seventh deployment to the Western Pacific and Arabian Gulf. The ship participated in Exercise Rugged Nautilus and Operations Desert Strike and Southern Watch before returning to Alameda Nov. 14. The carrier received its second Battle "E," its third Meritorious Unit Commendations and its fourth Admiral Flatley Award.

1997: On Jan. 17, Carl Vinson arrived at its new homeport, Bremerton, Wash. In February, the ship added another chapter in the history of naval aviation as the platform for the last carrier launches and recoveries of the A6-E intruder.

1998: Following an intense work up period Carl Vinson participated in RIMPAC '98. The carrier steamed from Bremerton in early November for its eighth deployment to the Western Pacific and Arabian Gulf. On Dec. 19 Carl Vinson launched air strikes in support of Operation Desert Fox, and continued support for Operation Southern Watch in enforcing the no-fly zone over Southern Iraq.

1999: Carl Vinson maintained pressure on Iraq by launching several air strikes against selected targets located in the no-fly zone of southern Iraq in support of Operation Southern Watch from January to March.

1999 COMMAND HISTORY BY DEPARTMENT

ADMINISTRATIVE DEPARTMENT

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

Officers:	165
Chiefs:	161
Crew:	2,362

Received and processed 91 officers and 1,236 enlisted reporting on board for duty. Processing started with the receipt of transfer orders, at which time sponsors were assigned for 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 convenience of transfer. Upon receipt, service records are briefed and annotated with arrival information. The process concludes with the liquidation of travel claims, and the subsequent release of the member to their respective department.

As members of the Uniformed Services, members maintain in their possession a Military Identification Card at all times. In support of this requirement, 2,260 active duty and 20 reserve identification cards were issued to our personnel.

Transferred 76 officers and 550 enlisted 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. Seventeen officers and 638 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.

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 services. 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 11,000 service record entries were made to the records of the 2,688 personnel.

EDUCATIONAL SERVICES

Several aspects of command support continue to be revolutionized, as communications technology leaps forward. There are several initiatives that contribute directly to shipboard quality of life. Many such initiatives are 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.

In terms of lower level college courses, CARL VINSON directs intense effort toward the personal growth and enrichment of its Sailors. More than 1,100 Sailors enrolled in the instructor based PACE Program this year. To support this tremendous student load, the ship refurbished two existing spaces into classrooms, enabling the conduct of 76 undergraduate courses. Additionally, a computer based PACE classroom supports the efforts of over 300 students in their computer delivered undergraduate studies.

CARL VINSON also conducts, in partnership with Georgia College and State University (GC&SU) located in Marysville, GA (home of the ship's namesake), a Masters in Public Administration (MPA) Program. During the last year and a

half, 12 Sailors participated in 6 classes, for a total of 18 semester credit hours toward their MPA Diploma. Of particular note, the coarse is taught via video tele-conferencing "link up" with the University, while at sea or in port.

It is important to note that in all of these educational opportunities, the only cost to the Sailor is the cost of the textbooks. These opportunities not only improve the morale of the crew, but also serve to make CARL VINSON a more educated, and thus an even stronger crew.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

AIMD once again successfully supported Carrier Air Wing ELEVEN, during the 1999 Western Pacific deployment. Three hundred and ninety technical professionals from Carl Vinson, NAS Lemoore California, NAS North Island California, NAS Oceana Virginia and NAS Whidbey Island Washington combined forces forming a professional dedicated production factory. One department, divided in to four divisions overcame logistic shortfalls, obsolete test equipment, family separation and unreliable equipment in support of Hawkeye, Hornet, Prowler, Seahawk, Tomcat and Viking operational commitments.

In support of 146 daily flight hours, AIMD averaged 786 weekly inductions and quickly processed them to maintain Air Wing readiness well above COMNAVAIRPAC expected levels. AIMD's technical professionals hold nearly 100 NECs plus numerous critical specific qualifications; Aircraft Component Tester/Relay Adapter Device, Electro-Hydraulic Test Set, Oxygen Analyzer and Mobile Lifting Crane repair.

In addition to supporting the embarked Air Wing, AIMD controlled Battle Force Intermediate Maintenance Activity (BFIMA) requirements and maintained a substantial number of ship's company spaces, including 172 compartments and 33 passageways. In November AIMD assumed the duties of Air Wing space "LANDLORD." The department assumed responsibility for the coordination of upkeep, upgrades and material condition of 288 additional spaces.

TILE TEAM 1999:

After deployment, AIMD established the DPIA Tile Team. The team of 80 personnel surveyed over 600 spaces and developed a comprehensive plan to remove and replace over 120,000 square feet of tile throughout the ship. From September - December 1999, the Tile Team acquired tools, materials and removed and installed over 35,000 square feet of tile.

Maintenance Staff Division (IM-1)

Production Control. The "nerve center" of AIMD and is responsible for coordinating all productions actions for 70 work centers within AIMD's four divisions. While deployed the first four months of calendar year 1999, AIMD averaged 125 repairable component inductions per day. Several FRS/CQ detachments were conducted between June and September 1999. The final FRS/CQ was completed in September 1999 and the Dock Planned Incremental Availability (DPIA) commenced in October 1999. More than 120 cross-deck/temp-loans were shipped to support various Atlantic and Pacific fleet activities. Numerous AVIONICS work stations and benches were preserved and production control began the tedious review and verification of more than 4,000 Support Equipment records.

Quality Assurance (QA). The Naval Aviation Maintenance Program (NAMP) experts reside within AIMD QA. These senior Petty Officers and Chiefs are selected from the most experienced individuals of their particular rating. They are responsible for managing or monitoring all 52 NAMP programs. During DPIA, QA maintained its readiness posture in an effort to keep the department focused on its primary objective… Aircraft Intermediate Maintenance.

To this end, 118 discrete program audits were conducted in all of AIMD's various production and administrative divisions, 125 Technical Directives (TD) were screened for applicability and 95 previously issued TDs were researched for incorporation. Six Quality Assurance Advisories were issued to provide information on quarterly discrepancy trends.

Quality Assurance manages the Central Technical Publications Library and 26 Dispersed Technical Libraries

for AIMD, Weapons and Supply Departments consisting of over 9000 technical publications. During 1999, the CTPL issued over 1000 changes, to the DTPLs for incorporation to ensure that all publications were current.

Ensuring safe working environments and practices were established throughout AIMD, QA investigated and analyzed 20 safety mishap reports. Additionally, QA remained vigilant in its role of analyzing and maintaining the quality characteristics of aircraft products received directly from manufacturers or from the supply system. Though maintenance was drastically reduced just prior to and during DPIA, QA investigated the nature and source of numerous defects and submitted the following:

- 5 Quality Deficiency Reports
- 2 Hazardous Material Reports
- 2 Technical Publication Deficiency Reports
- 1 Engineering Investigation

IM2 DIVISION 1999

From Western Pacific Deployment to Docked Planned Incremental Availability (DPIA), the (IM2) General Maintenance Division kept busy repairing aeronautical equipment and improving the quality of life for the crew of the Carl Vinson.

POWER PLANTS: During the 1999 portion of the deployment, Power Plants Branch repaired a total of 15 engines, (five F404, two TF34, a T700, one J52, three T56) and two APU's. After deployment, over two hundred support equipment items and engines were transferred to support USS Abraham Lincoln and USS John C Stennis. In dry-dock, the branch maintained over 1,200 IMRL assets while concurrently refurbished 16 Air Wing spaces and 5 branch spaces including painting, installing new tile and maintaining damage control material readiness. Select personnel were also assigned to AIMD Whidbey Island and USS Abraham Lincoln during their RIMPAC 2000 for training.

AIRFRAMES: With hard work and dedication the branch completed the year in top tradition. Airframes fabricated and/or performed complex repairs on over 2,000 flight control surfaces, landing gear doors, engine cowlings and refueling stores saving over $250,000 in AVDLR funds. The

Hydraulic Technicians rebuilt, tested and checked 900 aircraft and arresting gearing hydraulic/pneumatic actuators, lines, pumps and brake assemblies. Tire Shop broke down and built up 562 main and nose landing gear tire/wheel assemblies. The Non Destructive Inspection lab processed over 15,000 inspections.

PARALOFT'S: Though manned with a small crew of three, the PRs inspected and repacked 30 parachutes; tested and repacked 579 life preservers, 5 life rafts and 45 seat pans; tested 191 regulators, 24 HEEDS bottles, 7 oxygen monitors, 10 OBOGS concentrators, 21 LOX converters and 2 BOS controllers; inspected and weighed 33 portable fire extinguishers; and completed 242 PMs on support equipment. In addition to regular aviation maintenance work, the branch manufactured the legendary "90,000 TON DIPLOMACY" banner, the "Battle E" flag, and completed numerous sewing projects.

AVIONICS/ARMAMENT DIVISION (IM-3)

The Avionics/Armament Division responded brilliantly to high tempo Arabian Gulf deployment operations in support of Carrier Air Wing ELEVEN flight operations for the first 5 months of CY 1999. The division complement of two Officers, six Chief Petty Officers, and 197 enlisted personnel included 104 Sea Operational Detachment personnel from 4 different AIMDs required for the diversely complex avionics, electrical and armament systems incorporated into 72 CVW-11 aircraft. The 43 work centers comprising IM-3 expertly employed over 400 automated and manual test sets in the processing of nearly 15,000 of the 21,000 repairable assets inducted during this time period and achieved a ready-for-issue rate of nearly 86 percent. Resourcefulness and persistence often highlighted shop achievements. Over 145,000 dollars in Aviation Depot Repair Funding was saved through the development of special software by Northrup-Grumman allowing the testing and repair of two critical E-2C Pulse Generator assets that were unable to be repaired under existing maintenance plans. Intermediate maintenance support for the IP-1625/APQ-179 Enhanced Main Display Unit (EMDU) for the E-2C HAWKEYE was a significantly demanding task. Twenty EMDUs were processed from November 1998 through February 1999 at an expenditure of 1,334 man/hours. The demand the EMDU placed on the 4 bay RADCOM required

close workload management on an already heavily tasked test bench.

Post-deployment operations continued through September 1999 and included multiple fleet carrier qualification evolutions requiring continued avionics and electrical component support for over 1,000 sorties despite declining readiness resulting from 77 cross-deck and temporary loan actions involving hundreds of test bench components and Test Program Sets. DPIA 2000 preparations were integrated into IM-3 tasking with the preservation of 35 automated test benches over the summer and the offloading of over 535 Aircraft Armament Equipment assets to multiple carriers and AIMDs. Forecasting of future avionics support commitments continued as CARL VINSON straddled the blocks of Dry Dock Six at Naval Station Bremerton. Contractors were busy installing the CASS Electro-Optical upgrade by November 1999 while the division meticulously crafted the Inter-deployment Training Cycle for over 70 ships company technicians. In December 1999, avionics personnel were methodically scouring Test Bench Out of Service items, Broad Arrow Reports, Support Equipment support assets and nearly 8,000 repair actions in preparation for the Joint AVCAL Review between CVW-11, USS CARL VINSON, COMNAVAIRPAC, and NAVICP logistics personnel to ensure the finest fleet support possible for CY 2000 and 2001 commitments.

Support Equipment Division (IM-4)

Support Equipment Division (SE) troubleshooters performed expeditious repairs on 52 flight deck critical items to guarantee deployment success during the first five months of calendar year 99. SE troubleshooters provided flawless support for CVW-11 flight and maintenance operations, resulting in 2420 sorties flown with zero missed for lack of support equipment.

The post-deployment period consisted of routine maintenance and upkeep of 465 SE end items. Upon the completion of Fleet Replacement Squadron Carrier Qualifications (FRS CQ) in September 1999, SE Division offloaded SE for AIMD and Weapons Department to commence Ships Force Rehabilitation of Shipboard Support Equipment (SFRSSE) at Naval Station Everett, Washington.

SE Division promulgated procedures and responsibilities for affected division/ departments and coordinated the rework of Aviation SE, Aviation Weapons Support Equipment (AWSE) and Material\Weight Handling Equipment (M\WHE) during CARL VINSON'S Docked Planned Incremental Availability (DPIA). The Everett detachment of over 30 maintenance and support personnel commenced in October 1999.

SE technicians performed extensive corrosion treatment/prevention and in-depth maintenance on 411 items of SE. SE Division expended 4,270 maintenance man-hours over a two-month period to implement a plan that has ensured optimum SE, AWSE and M\WHE availability to support the Command and Air Wing Missions.

Chaplain Department

- Provided command indoctrination to new personnel, focusing on successful living and working within this shipboard environment.

- Coordinated 20 Community Relations Projects in Perth and Hobart, Australia, which involved over 300 Sailors and included the distribution of over $4,000 in Project Handclasp Material. Coordinated 3 Community Relations Projects in Jebel-Ali.

- Sponsored Habitat for Humanity construction and support in San Diego, CA; Paint Bremerton Beautiful (painting homes of low income families), Bremerton, WA; visitation to Children's Hospital, Seattle, WA; Christmas caroling to Martha and Mary Nursing Home, Poulsbo, WA; Salvation Army Christmas Kettle Project, Silverdale, WA. Coordinated 4 Community Relations Projects in San Diego, CA, and 10 in Bremerton, WA involving over 300 Sailors. Organized and executed the Thanksgiving and Christmas Food Basket programs for CARL VINSON Sailors and their families. Participated in Community Christmas Dinner (cooking and serving dinner to low income families on Christmas Day), Bremerton, WA.

- Processed over 100 Sailors for Base Housing as the "liaison" to the West Sound Housing Office. Additionally, coordinated 12 Housing Briefs with Housing Staff on board the last week of the deployment, qualifying over 120 Sailors to move into housing upon arrival in port.

- Coordinated a weekly Lenten "Heavenly Hash" dinner and Bible study on Mess Deck. This seven-week program focused on the seven last words of Christ and included music, dinner, and Bible study during the regular dinner hour on the Mess Deck.

- Presented a ten-week video series "A Place to Call Home" which discussed the integration of Christian values and family lifestyle. Topics included "talking to kids about sex, telling the truth, forgiveness and trust, and overcoming fear." Offered the eight-part video discussion series, "Love is a Decision," evenings, weekly at an off-site location.

- Conducted Easter Sunrise and Worship Services involving over 1,000 personnel while underway in the Indian Ocean. Scheduled and facilitated over 40 worship opportunities weekly. Conducted weekly Saturday night lay/Chaplain led PEPP (Praise, Encourage, Pray and PARTY!) Rallies on Mess Deck.

- Processed 75 Navy and Marine Corps Relief Society cases totaling $44,865. Completely automated the processing of cases. After the crewmember fills out the information sheet, the RPs finish the process in ten minutes. Processed 750 AMCROSS emergency notification messages.

- Sponsored Family Service Center Return and Reunion workshops during transit from Hobart, Australia to Hawaii.

- Conducted memorial services for three Sailors killed in liberty mishaps following WESTPAC 99. Coordinated and performed eight Burials at Sea services.

- Provided individual classes for Sailors preparing for the Catholic sacraments of Baptism, Eucharist, Confirmation and Marriage. Training conducted for Lay Eucharistic Ministers.

- Provided e-mail liaison for command ombudsmen, underway and in port, to resolve family problems and concerns.

- Moved Chaplain Department support services and religious ministries to the Barge, and accomplished rehabilitation of all departmental workspaces, ship's chapel and Library Multimedia Resource Center (LMRC) during DPIA.

COMBAT SYSTEMS DEPARTMENT

Combat Systems Department (CSD) enjoyed an extremely successful year by continuing to provide unparalleled Command, Control, Communications, Computers and Intelligence (C4I) services during the latter part of Western Pacific/Arabian Gulf 98/99 Deployment. Superbly operating, monitoring, and performing fault isolation on a diverse array of complex systems, CSD ensured vital information transfer and weapons systems were available to meet the needs of the CARL VINSON war fighter.

Stellar performance during two Fleet Replacement Squadron Carrier Qualifications (FRS CQ) underway periods ensured the Carrier Air Wing Eleven and USS CARL VINSON team maintained their war fighting edge. CSD designed and implemented the COMCARGRU THREE/CARL VINSON Battle Group Communications/ Information Systems Blackout Plan and demonstrated its efficacy during Operations DESERT FOX and SOUTHERN WATCH. The plan's flexibility permitted restrictions to be imposed by three different methods: outgoing only, incoming only, or incoming and outgoing voice, record, and data communications. The design allowed orderly return of services to pre-determined office codes based on operational mission. The entire plan was executable in less than five minutes. Identifying an unacceptable lag time between request for and receipt of parts for specific key systems while operating in the Arabian Gulf, CSD proposed via the Casualty Reporting system "forward deployed spares" and pre-positioning of same to support future battle groups.

Based on their "tip of the spear" input, Chief of Naval Operations (N6) funded and established a cache, which significantly reduced downtime and expedited casualty correction for follow-on battle groups. A key player in the Battle Force Intermediate Activity arena, CSD participated in flyaway technical assistance trips to battle group and allied platforms. In preparation for Y2K, CSD completed an

exhaustive review of Navy Y2K Contingency Planning and Consequence Management Plans and Reporting Procedures for all classified, unclassified, operational and administrative systems. The joint efforts of the Maintenance and Information Systems branches earned the Department its second consecutive Green "CS" Award for Combat Systems excellence as well as the Admiral Flatley Award for Naval Aviation.

In October, CSD shifted its focus to Docked Planned Incremental Availability (DPIA) 99/00, reverted to lay-up maintenance posture, and commenced preparatory work for thirty-one major C4I ship alterations and seven repair projects. Although not originally programmed to receive a Fiber Optic Cable Plant (FOCP) to support Integrated Switch Network Services (ISNS)Local Area Network (LAN), skillful negotiation and determined discussion moved the upgrade from the year 2003 to CY 2000.

ELECTRONIC KEY MANAGEMENT SYSTEM (EKMS)

The EKMS Manager provided superior support throughout the latter half of WESTPAC 98/99 as well as both FRS CQ cycles. Redesigning the Local Element Custodians training program as well as revising pertinent directives and lesson plans, the EKMS Manager ensured uninterrupted cryptographic continuity to COMCARGRU THREE, COMAIRWING ELEVEN, COMDESRON TWO THREE as well as various squadrons during combat missions and weapons testing evolutions. Due to extended at sea periods in the Gulf without port visits or repair availabilities, the EKMS Manager and assistants devised on-site repair of aging STU-III units which proved vital to mission planners and operational coordination efforts. Upon commencement of DPIA efforts and overall reduction in EKMS workload, the EKMS Manager assumed Division Officer duties for the Cable Repair and Removal Team. Devising a comprehensive training program in conjunction with AMSEC, fifteen CSD Electronics Technicians and two Engineering Department personnel were qualified to test, pull, and document all repair and removal actions; qualified or re-qualified CPR; and planned over 500 cable jobs. During the first quarter of DPIA, the team removed 32,442 feet of cable at a weight of 8,479 pounds. To date the team has saved the Navy over $144,000 dollars in contractor labor costs.

TELECOMMUNICATIONS DIVISION (CS-1)

CS-1 enjoyed an extraordinary year highlighted by the outstanding support provided to COMCARGRU THREE, COMDESRON TWO THREE, COMCARAIRWING ELEVEN, and CARL VINSON during the latter half of WEST PAC 98/99 and FRS CQ 99. CS-1 spearheaded many innovative processes to ensure the efficient use and reliability of the limited communications bandwidth. CS-1 aggressively managed telecommunications resources to support battle group operations with voice, data and video transmission. As a result, 170 classified and unclassified Video Tele-conferences, Tele-medicine consultations, and Tele-training classroom sessions delivered real-time operational, diagnostic, and educational services to the battle group, embarked staff and CARL VINSON Sailors.

Due to catastrophic failure of a key antenna system, CS-1 proposed and received permission to increase bandwidth from 512Kbps to 1152Kbps despite the "experts" stating it would not work. Not only did CS-1's innovative problem solving method work, it was considered such a success, the system designers have adopted it for use. Following hard on the heels of this "first ever" success story, CS-1 "brainstormed" and created a viable alternate path for imagery transmission which was categorized as another "first" and thought to be impossible to achieve. Having demonstrated a truly remarkable ability to overcome any obstacle, CS-1 capped their Arabian Gulf achievements by establishing a three-way video teleconference among COMFIFTHFLT, HMS INVINCEABLE, and USS CARL VINSON thus paving the way for allied interoperability in future theaters of war. To alleviate an unreliable Gate Guard circuit, they successfully activated a 4.8Kbps circuit using RIXT protocol between NAVCOMPARS and NAVMACS II. All message traffic was diverted from CUDIX to SHF Gate Guard providing stable message traffic communications.

Working in tandem with CS-3 and the Public Affairs Officer, CS-1 was instrumental in creating a Media Center to support print, broadcast, and television journalists and reporters thus providing real-time coverage of Arabian Gulf events. Upon return, CS-1 provided strong support during two FRS CQ periods. In order to ensure uninterrupted messaging services during DPIA, CS-1 devised a connectivity plan using Naval Computer and Telecommunications Station Puget Sound, which has proven to be reliable. Coordinating

with Naval Submarine Base Bangor, they established a secure teleconferencing capability, which has already proven its usefulness to future planning and operations initiatives. Their comprehensive approach to customer support will continue to serve CARL VINSON into the new millennium.

INFORMATION RESOURCES MANAGEMENT DIVISION (CS-2)

CS-2 leads the fleet in INFOSEC initiatives by continually refining guidance, procedures, and training thus ensuring the GOLD EAGLE classified and unclassified LANs comply with all DOD/DON regulations. The Division coordinated all command INFOSEC training for shipboard personnel keeping CARL VINSON's INFOSEC program on the leading edge. They coordinated information security actions with the Information Systems Security Officers (ISSO) of COMCARGRU THREE, AIRWING ELEVEN, the embarked squadrons, and CARL VINSON departments. CS-2's fast and comprehensive response to all information security threats protected the data integrity of COMCARGRU THREE, COMDESRON TWO THREE, COMCARAIRWING ELEVEN, and CARL VINSON throughout the latter half of WESTPAC 98/99.

In March 1999, the TROJAN HORSE virus affected the entire COMFIFTHFLT operating area as well as numerous civilian entities. As a direct result of CS-2's aggressive tracking, isolation, and "scrubbing" of the LAN system and peripherals, USS CARL VINSON was the first platform operating in the Gulf to have full internet services restored by NCTAMS EURCENT. In November, CS-2 had an opportunity to strut their stuff while participating in the "first ever" Chief of Naval Operations INFORMATION CONTROL EXERCISE 99-1. Rated an unqualified success by COMCARGRUTHREE, CARL VINSON's Lessons Learned were forwarded to CINCPACFLT and CNO and have been adopted without revision. CS-2 continues to be forward looking and proactive in their approach to information security. As the year closes, the INFOSEC team is designing security plans for the 1600+ drop Integrated Shipboard Network System (ISNS) Local Area Network, which will support the complete embarked complement of over 5000 customers. The ISNS LAN is scheduled for completion during CY 2000.

COMBAT SYTEMS RESOURCES DIVISION (CS-3)

CS-3 took the lead in ensuring that CARL VINSON will meet the new millennium with zero disruption to vital information technology services. It was their exhaustive research, timely software updates, meticulous configuration management, and compliance with higher authority directives that has thoroughly prepared the CARL VINSON to successfully meet the Y2K challenge head on. In spite of ageing and unsupported information systems hardware, CS-3 continued to provide top quality services to COMCARGRU THREE, COMDESRON TWO THREE, COMCARAIRWING ELEVEN, and CARL VINSON during the latter half of WESTPAC 98/99 and two FRS CQ at sea periods.

These services included the Naval Tactical Command Support System (NTCSS), the Gold Eagle Local Area Network (GE-LAN), SUADPS, NALCOMIS, OMMS, and maintenance of all unclassified stand-alone microcomputers throughout the command. CS-3's detailed information technology requirements submission to CINCPACFLT resulted in the theater's largest allocation of desktop computers for CY2000. In preparation for DPIA, CS-3 designed the LAN connectivity plan to support departments remaining on board the ship and those transferring to Barge APL 62. Working in close coordination with Puget Sound Naval Shipyard and running miles of LAN cable, the system has maintained flawless operation since cutover occurred on 6 Oct 99. This talented team of professionals is taking the lead in preparing the ship for the CY 2000 installation of the ISNS LAN.

COMBAT SYSTEMS DATA DIVISION (CS-5)

CS-5 continued to work diligently with all CARL VINSON warriors in the combat arena upon conclusion of Operations DESERT FOX and SOUTHERN WATCH to properly wrap up the highly successful deployment and carry us through the Fleet Reserve Squadron Carrier Qualifications. They consistently provided reliable and timely tactical decision-making and intelligence information with the Global Command and Control System - Maritime (GCCS-M), Carrier - Tactical Support Center (CV-TSC), and Advanced Combat Direction Systems (ACDS). Demonstrating ingenuity and aggressiveness, CS-5 instituted the use of the CASREP system to obtain warranty replacement parts for commercial-off-the-shelf (COTS) items.

This innovative approach reduced down time and ensured accurate tracking status of shipments. After a short, refreshing homecoming break this innovative division envisioned and realized progressive improvements in all areas of their expertise. They captured every opportunity during the first quarter of the grueling, 10-month overhaul to take care of their people, space, and equipment maintenance by planning and obtaining formal training on their equipments, refurbishing their spaces, and installing technological upgrades to their systems. Optimizing on the luxuries of advanced technology, the Copier Repair Shop proposed, planned, then executed a digital copier upgrade to replace the antiquated analog machines. This initiative minimized excessive repair hours due to the modular design of the digital copiers, and is projected to save the Navy an average of 150,000 dollars on repair parts annually. CS-5 formed and trained an expert team of technicians and electricians for the Docked Planned Incremental Availability to meticulously remove all dead-ended cabling throughout the ship.

The Cable Repair and Removal Team maintained meticulous records in order to accurately document this major cabling removal process. This data will be used to assist the Engineering Department with maintaining proper stability and buoyancy control prior to coming off the blocks in the dry dock. In addition, these efforts cleared much needed space in the cableways for the many installations and upgrades planned throughout DPIA 99/00. During the first quarter of overhaul, the Team removed 32,442 feet of cable at a weight of 8,749 pounds with zero safety incidents despite the identification and subsequent removal of numerous "live" wires. By year's end, they saved the Navy 144,000 dollars by avoiding labor costs had contractors been used. Leading Combat Systems' Micro and Miniature Repair Laboratory for the ship, CS-5 saved the Navy over 160,000 dollars in repairing failed electronic circuitry. During deployment their skills were essential in providing BFIMA support to the Battle Group, reducing down time, and averting costly technical assists as well as replacement parts.

SURVEILLANCE AND CONTROL DIVISION (CS-6)

The Surveillance and Control Division began the year enmeshed in an Arabian Gulf deployment. CS-6 maintained

all of CARL VINSON's Navigation, Air Traffic Control, Air Search, Inertial Navigation, and Secure Entertainment systems in operational perfection throughout the harsh environment. As a result, CARL VINSON completed 13,755 aircraft recoveries incident free. Six work centers completed over 12,000 preventive maintenance checks for an equipment readiness rate of 99.9%. All personnel were enrolled in an in-depth divisional PQS tracking program in which 33 personnel completed 347 qualifications including 7 Enlisted Surface Warfare Specialists and 3 Enlisted Air Warfare Specialists. Upon return to the United States, the division quickly began making preparations for a ten month Docked Planned Incremental Availability (DPIA). Equipment valued at several million dollars worth was meticulously prepared to enter and survive an industrial atmosphere. With great attention to detail, all equipment was environmentally enclosed to prevent intrusion of foreign, air borne particles.

Additionally, CS-6 was assigned the responsibility of creating a new workcenter to inventory, control, and maintain hand tools valued at $120,000 for the entire CARL VINSON crew. Innovative management solutions to tackle this project included design and implementation of an EXCEL data base to track, update inventory, and generate reports; researching, identifying, and obtaining tools unique to specific work; and establishment of minimum requirements at the outset. To date the pre-planning has ensured minimal work stoppage and slippage. Those tools will be involved in every aspect of rehabilitation work conducted over the next ten months.

SELF-DEFENSE SYSTEMS DIVISION (CS-7)

CS-7 ensured all self-defense weapons systems were ready to fully support the ship's mission. CS-7 performed flawlessly during the latter half of WEST PAC 98/99, Operations DESERT FOX and SOUTHERN WATCH as well as two FRS CQ periods. Maintaining Weapons Posture One for sixty consecutive days, this Division set a new standard of readiness and excellence. During a live firing exercise, direct skin-to-skin hits were achieved with both NATO Seasparrow Missile System (NSSMS) #2 and Close-in Weapons System (CIWS) MT 21. In all, 43 Detect-to-Engage sequences were conjunction with numerous successful PACFIREs expending over 5000 rounds.

Over 8000 rounds of 20 MM ammunition and 24 RIM 7P Seasparrow missiles were safely uploaded and downloaded, contributing factors in CARL VINSON receiving the Flatley Award for Aviation Safety. Prior to entering Docked Planned Incremental Availability (DPIA), a comprehensive Material Condition Assessment (MCA) for the NSSMS was successfully completed. Inspectors rated the "material condition as the best ever seen." For the DPIA, a thorough and comprehensive work product was submitted and approved, resulting in the initiation of work efforts encompassing a 5000 man-hour work package. Despite requirements to support various ship tiger teams evolutions, the early accomplishments of the division during the DPIA were exceptional. Executing over 1000 man-hours of maintenance, CS-7 placed three Sea Sparrow systems, the MK 23 TAS radar, and four CIWS systems in inactive equipment maintenance status. Preparations were also made to rehabilitate 10 CIWS and NSSMS sponsons encompassing over 4000 square feet of decking.

In addition, the division took the lead in establishing Combat Systems Department deck matting team, responsible for proper replacement of over 8000 square feet of electrical deck matting. CS-7 worked diligently to get ahead and stay ahead of all assignments, which poised the division to leap into the new millennium.

COMMUNICATIONS MAINTENANCE DIVISION (CS-8)

CS-8 started the year with an extremely successful showing of Link 16 in Operations DESERT FOX and SOUTHERN WATCH during the latter half of WEST PAC 98/99. With the professionalism and positive attitude consistently shown by CS-8, Video Tele-conferences, intelligence imagery, and email capability were constantly available during deployment. The 100% up time of Line Of Sight transceivers and the Flight Deck Communications System assisted in maintaining CARL VINSON'S perfect safety record while flying and performing launch and recovery. Although CARL VINSON'S High Frequency (HF) suite was over 20 years old and scheduled to be replaced with the High Frequency Broadcast System, CS-8 technicians maintained the complete system at a 98% readiness state throughout deployment. After deployment CS-8 personnel performed flawlessly during Fleet Reserve Squadron Carrier Qualifications (FRS CQ).

As USS CARL VINSON went into Docked Planned Incremental Availability (DPIA), CS-8 planned and prepared to replace the HF Suite, overhaul all the shipboard antennas, rehabilitate all divisional spaces, including antenna sponsons, upgrade SHF equipment and stand by for all late funded and emergent ship alterations.

C4I INSTALLATIONS AND UPGRADES STARTED DURING CY-99

The Combat Systems Department abilities and talents were clearly demonstrated throughout every evolution during the competitive cycle but were showcased during the following C4I upgrades and installations.

NATO Seasparrow Missile System (NSSMS) 400HZ Modification started October 1999 and will complete August 2000.

Fiber Optic Cable Plant (FOCP) started October 1999 and will complete August 2000.

SPN-41 FC 12-13 started October 1999 and will complete October 2000.

Digital Photo Lab (DPL) Upgrade started November 1999 and will complete September 2000.

SPN-43 Antenna conversion and overhaul started October 1999 and will complete September 2000.

SPN-41 Antenna conversion and overhaul started October 1999 and will complete September 2000.

Advanced Combat Direction Systems (ACDS) Restoration started September 1999 and will complete July 2000.

DECK DEPARTMENT

Calendar year 1999 saw USS CARL VINSON transition from a highly successful WESTPAC deployment to an extensive ship's overhaul. This varied ship's operational schedule demanded a spectrum of well executed and complicated seamanship evolutions. Deck department performed these

seamanship evolutions safely, effectively, and professionally.

Deck Department is the backbone of underway replenishment which provides logistical support during forward operations. In 1999, CARL VINSON received 9,098,000 gallons of fuel and sent 457,875 gallons during fifteen refuelings-at-sea. 2,005 pallets of stores were onloaded in 1,146 lifts during underway connected replenishments. There were also 2 underway ammunition onloads, and 2 personnel highline transfers.

In 1999, Deck Department conducted many fundamental yet demanding seamanship evolutions which allowed CARL VISION access through dangerous waters. Five precision anchorages were conducted in Hong Kong, Singapore, Bahrain, Perth, Australia, and Hobart, Australia. At anchor operations required hundreds of small boat evolutions which Deck Department oversaw. Over 30 Sea and Anchor details were performed effectively in varied and wide-ranging locales.

During the dock planned intermediate availability, Deck Department painted and refurbished over 1,000 spaces. Their efforts greatly improved the material condition and quality of life onboard CARL VINSON.

Dental Department

The Dental Department continued to provide quality dental care to Carl Vinson sailors during a difficult year. The ship was deployed in the Western Pacific and the Persian Gulf during the first 5 months of the year returning to Bremerton on 6 May 1999. The department treated 9,493 patients totaling 29,896 procedures. These procedures are valued at $1.53M.

While deployed, the department treated patients from the different ships in the CARL VINSON Battle Group (CVBG) and the BELLEAU WOOD Amphibious Readiness Group (ARG). As the only Oral Surgeon in the 5th Fleet AOR, our Oral Surgeon was also responsible for providing surgical services to all active duty personnel in the area. Over 100 patients from the CVBG and the ARG were treated onboard for routine dental procedures, prosthodontic work, and emergency surgical services.

Personnel Advancements

During the year, there were 5 dental technicians advanced to the next higher pay grade. Four dental technicians were awarded the Enlisted Surface Warfare Specialist (ESWS) designation and 1 was awarded the Enlisted Air Warfare Specialist (EAWS) designation. Two of the dental officers were awarded the Surface Warfare Medical Department Officer (SWMDO) designation.

Community Relations

While deployed, several dental technicians and dental officers participated in various community projects in Hong Kong, Singapore, and Australia. The department supported 3 Blood Drives organized by Madigan Army Hospital.

Walking Blood Bank

The department is responsible for the Walking Blood Bank while the ship is underway in direct support of the medical department. The database of blood bank donors tripled during the year through active recruitment of blood donors during the blood drives.

Dental relocation during DPIA

The department relocated off the ship during DPIA and provided care at 3 different locations from October to December 1999. The staff treated patients at the Naval Hospital for Oral Surgery cases, at the Bremerton Dental Clinic for Prosthodontic cases, and at the CPF Barge, APL-62, for exams, cleanings, and routine operative procedures.

The dental department spaces were renovated during DPIA. All rooms were re-tiled and re-painted. Two additional LAN drops were installed bringing the number of computer terminals to six. All computers and monitors were replaced.

As one of only two Navy Oral Surgeons in the Puget Sound Region, our oral surgeon served a population of over 54,000 beneficiaries. He treated patients at Bremerton Naval Hospital from all commands in the Puget Sound Region. His expertise was also greatly beneficial to Madigan Army

Hospital's Oral and Maxillofacial Residency Program where he served as staff and guest lecturer.

With the department stretched to its limits in staffing and resources, all personnel worked diligently to make sure patient care was never compromised. Due to the fact that the department's budget (OPTAR) was reduced from $12,500 to $7,000 quarterly, there were no significant equipment purchases made during the year. The challenge in the future will be to restore adequate OPTAR funding so that equipment that has exceeded its lifetime expectancy can be replaced.

Despite the challenges and shortfalls the department encountered throughout the year, the dental department was able to maintain an over all dental readiness of over 92%. All dental department personnel can take great pride in their accomplishments during the past year.

NAVIGATION DEPARTMENT

1999 was a busy year for the hard-charging CARL VINSON. Work-ups, RIMPAC, and finally CVN 70 deployed on a Western Pacific Deployment from November 6, 1998 through May 6, 1999. CARL VINSON steamed to San Diego to onload the air wing. From there proceeded to Hong Kong and performed a precision anchorage in Hong Kong Harbor. From Hong Kong, the "Pearl of the Orient," CARL VINSON sailed to Singapore and performed yet another precision anchorage. The ship left Singapore in a monsoon with visibility virtually nonexistent. Christmas was spent at anchorage in Bahrain Bell. CARL VINSON also made several port calls to Jebel Ali, UAE. Finally with the mission complete, the Gold Eagle departed the Gulf, where she made her way to Perth -Freemantle, Australia and Hobart, Tasmania. From the "Land Down Under" the ship went to Pearl Harbor, Hawaii to pick up "Tigers" for a well earned, and highly successful "Tiger Cruise." The CARL VINSON returned in April 1999 to a tremendous welcome. In the late summer of 1999 the CARL VINSON was invited to Seattle for their annual "Sea Fair." It was another flawless evolution for the Navigation Department. With an overnight stop in Everett to pick up VIP's, the ship proceeded to Seattle and finally back home to Bremerton where the ship commenced DPIA.

The following is a brief summary of the navigation events throughout 1999:

10	Sea and Anchor Details
17	Underway Reeplenishment Details
60	hours alongside
6	Anchorages
10	Restricted Transits
2	Juan de Fuca
2	San Diego
2	Pearl Harbor
2	Straits of Hormuz

Major Anchorages:

Hong Kong
Singapore
Perth-Fremantle
Hobart

Entering port pierside:

San Diego
Jebel Ali
Pearl Harbor
Everett
Seattle
Bremerton

SUPPLY DEPARTMENT

The New Year began with the Supply Department running at full speed to support Operations Desert Fox and Southern Watch with Carrier Air Wing ELEVEN'S around-the-clock air strikes, and ended with a spectacular "End of the Century" Holiday Party for the crew and family members. The Supply Department continued its high level of performance throughout the Western Pacific and Arabian Gulf 1998/1999 deployment and followed up its successes with even more impressive accomplishments. A crowning achievement was the earning of its first ever COMNAVAIRPAC Blue E for Supply Excellence in 1998, and a second, consecutive Blue E for 1999. Highlights of 1999 included:

Best Deployment Readiness Support Ever.

Acceleration of USS CARL VINSON's date to enter the Straits of Hormuz precluded any extra logistics "hits" as the VINSON rushed through the Indian Ocean into the Arabian Gulf. Thanks to Supply's earlier aggressive coordination of logistic hits comprising commercial, Combat Logistics Forces, NALO, and AMC transportation assets from Hawaii, Guam, Atsugi, Kadena, Hong Kong, and Singapore, the Air Wing arriving in the Arabian Gulf with an average of only 8 off-ship requisitions per day. And, during operations in the Arabian Gulf, CARL VINSON and Carrier Air Wing Eleven averaged only 26 aviation off-ship requisitions per day, the lowest average in the Pacific Fleet.

The Supply Department's planning and implementation of a tailored, comprehensive logistics pipeline from both coasts of the Continental United States to the Arabian Gulf became the standard for Pacific Fleet Carries. The logistics pipeline slashed the fourteen-day shipping time from the West Coast for NMCS/PMCS requirements to three days from the East Coast to the Arabian Gulf.

Distinguished Guest Visits.

Russian Ambassador. The first official visitors of the New Year to the CARL VINSON were Ambassador Vlassov, Russian Ambassador to Bahrain , his son Dennis and his daughter Elizabeth. The visitors were treated to lunch in Wardroom III and given tours of the bridge and flight deck.

Secretary of the Navy. The Honorable Richard J. Danzig and Mrs. Danzig visited USS CARL VINSON (CVN 70) February 18-19, 1999. One memorable event of the visit was the impromptu after- taps "Hot-Dog Heaven" staged by the cooks in Wardroom I and II. The SECNAV and the Carrier Air Wing Eleven junior officers enjoyed hot-dogs, (and corndogs) with chili, cheese, sauerkraut, barbecue sauce, and just about every other condiment imaginable.

Port Visits.

Australia. In April, during the ship's port visit in Hobart, the Supply Department catered a hangar bay reception for 400. Included among the guests were Mr. Scott Gad, Chief of Staff, Premier of Tasmania; Alderman Kathy Edwards, Mayor of the City of Clarence; Mr. Geoff

Cavanagh, President of the Australia America Association; the Honorable Paul Green, Consul-General for the Philippines and the Honorable Paul Kemp, Vice Consul for Great Britain. The reception marked another success for the food service divisions who provided hand-carved ice sculptures, outstanding food, and impeccable service.

Seattle Seafair. During its transit to Seattle for the city's annual Seafair, the ship embarked 2,200 civilian guests at Port Hadlock, Washington and brought them to Seattle. The Supply Department provided continental breakfast and lunch buffets in Hangar Bay Two; CARL VINSON memorabilia; and games and other activities sponsored by the ship's Morale, Welfare, and Recreation Division. The day-long event offered local community residents with the operations of USS CARL VINSON and the U.S. Navy Fleet.

TRAINING DEPARTMENT

Training Department revamped its Training Administration Division Indoctrination ("I" Division) schedule, maintaining last year's curriculum with the addition of PREVENT and an environmental training brief. The curriculum for "I" Division includes: Basic Damage Control, Navy Rights and Responsibilities, SAVI educational services brief, ASSET testing, safety programs to include Alcohol Awareness/Health Promotions and Suicide introductory lectures by key personnel and senior leaders of the command. More than 500 newly reporting Sailors completed "I" Division this year.

The Department is establishing a Computer Technology Learning Resource Center. The Center will be the central hub for distance-learning, basic skills training, computer shipboard PQS training (via CD Rom), Navy GMT instruction, information systems technology training to meet deck-plate training requirements such as ship overhaul modernizations, and the Navy's Shipboard Training Enhancement Program.

The Department's Command Career Counseling Division received the CINCPACFLT Retention Excellence Award (Calendar Year 1999) with a retention rate of 51.9% during a demanding work production schedule to meet an unprecedented nuclear carrier availability cycle of 10.5 months. The Drug and Alcohol Division renovated its

training classroom in order to provide more counseling services such as ADAMS, Pre-care and Aftercare, and CAAC. The Equal Opportunity Program Specialist billet is currently gapped . The billet serves as the primary advisor on all matters pertaining to the equal opportunity climate in the command and for the Battle Group. This billet will take on the additional responsibility of Curriculum Specialist for the ship in the management of "I" Division, the Computer Center's distance-learning (Web Site/Video Tele-training), and Shipboard Instructor training for "I" Division Facilitators and the Department's Training Petty Officers.

Weapons Department

Flight Deck Ordnance and Aviation Weapons Support Equipment Division (G-1)

Flight Deck Ordnance/Aviation Weapons Support Equipment Division (G-1) had an extremely successful year in 1999. Commencing the year with a Western Pacific deployment, G-1 Division interfaced with Carrier Air Wing 11, expeditiously providing all essential ordnance items and ensuring all weapons handling and loading evolutions were conducted safely. They ended their highly successful deployment in typical G-1 fashion with the safe offload of 2,228 tons of ordnance, utilizing the vertical replenishment method. The latter half of 1999 was equally challenging for G-1 Division with the ship entering it's Docked Planned Incremental Availability (DPIA) phase. Fielding the senior leadership and junior personnel for two tiger teams; paint preparation and lagging, G-1 Division accomplished the monumental task of preparing 1,387 spaces for painting and completing 314 lagging jobs. During the DPIA, G-1 Division incorporated the Aviation Weapons Support Equipment (AWSE) workcenter into the flight deck ordnance workcenter. Rehabilitating 3,000 plus pieces of AWSE ahead of the scheduled completion date, AWSE workcenter vastly improved the material condition of mission critical support equipment gear. G-1 Division displayed continued professionalism by training and certifying 18 junior personnel in the performance of hazardous flight deck ordnance handling duties and culminated 1999 with 11 new Petty Officers and 4 personnel earning the Enlisted Aviation Warfare Specialist insignia.

Ship's Armory and Sprinkler Repair Division (G-2)

G-2 division (Ship's Armory and Sprinkler Repair) maintained superb sprinkler system up-keep and assistance during the demanding CARL VINSON Battle Group participation in support of Operations Southern Watch. The ship's .50 Caliber Gun Mount Teams ensured all 10 gun mounts were 100 percent operational at all times. Additionally, they achieved a superb grade of OUTSTANDING during final MINE-EX (FRS/CQ-1) evaluation.

Magazines & Weapons Assembly Division G-3

The highly trained Bomb Assembly Teams safely and reliably assembled, tested, checked and issued over 2,100 tons of ordnance in support of Carrier Air Wing ELEVEN throughout WESTPAC 99 during Operation Southern Watch. Upon entering the Arabian Gulf, G-3 division tested and programmed precision-guided munitions, including the first launch of the Joint Standoff Weapon (JSOW AGM-154) ensuring these weapons were staged and poised, ready for delivery with little to no notice. While transiting from the Arabian Gulf, G-3 division conducted a comprehensive inventory in preparation to off load its ordnance, transferred over 1 million pounds of precision guided munitions, bombs, missiles and they associated component safely and efficiently without incident. During Docked Planned Incremental Availability (DPIA-00) phase, G-3 Division refurbished over 40 ammunition stowage spaces within a short period of time while contending with personnel shortage and schooling and training requirements. G-3 Division transferred more than 3,300 individual pieces of Aviation Weapons Support Equipment to Naval Station. Everett WA. for refurbishment in anticipation of the migrating of the Aviation Weapons Support Equipment program to G-1 Division.

Weapons Elevator Division G-4

G-4 Division accomplished an unprecedented level of maintenance qualifications, as evidenced by the 3 days of around the clock transfer of over 3,200 tons of ordnance. Efficiently managed scheduled maintenance time thereby minimizing downtime and eliminating all slow down or delays during ordnance evolutions. FITSCPAC, San Diego and NAVSESS, Philadelphia accomplished post cruise weapons elevator assessment identifying critical improvements, from safety limit switches to elevator ramps and safety barriers

installation. Docked Planned Incremental Availability (DPIA-00) brought many needed upgrades for G-4 division; forward and aft hydraulic pumps saltwater cooling systems, 10 hydraulic magazine door operating cylinders and the complete flushing of both hydraulic sump reservoirs. Weapons Elevator Assist Unit assisted in the removal and replacement of Upper stage elevators hinge pocket drains and weight testing of Upper Stage Elevator II.

Weapons Administration, Ordnance Control and Quality Assurance Division (G-5)

This senior group of professional s played a critical and vital role in the execution of the department's mission. Flawlessly ensured accurate and timely ordering of all ammunition assets. Managing an inventory of over $300 million of ordnance held onboard. They coordinated ammunition on-loads and ordnance handling evolutions with the ship's departments and Air Wing ELEVEN. This effort permitted CARL VINSON and Air Wing ELEVEN team to maintain continual air coverage in support of Operation Southern Watch. Quality Assurance skillfully monitored all evolutions from Explosive Mishap, Conventional Ordnance Deficiency, Engineering Investigation reports, to ordnance assembly and load-up of myriad weapons. Ammunition Accountant implemented an innovative and extremely comprehensive tracking system for all incoming and outgoing correspondence. This system enabled the Quality Assurance workcenter to efficiently and effectively process over 850 Naval Ammunition Reclassification (NAR) Notices. Weapons office administrative support ensured that all personnel management issues were resolved quickly and correctly. Sound leadership and professional planning were the cornerstones in building and maintaining a truly outstanding and fiercely proud team.