



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: CARL VINSON COMMAND HISTORY FOR CY 2001

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Organizational Structure  
(2) Ship's Mission  
(3) Departmental Command History  
(4) Welcome Aboard Book  
(5) Senior Officers Biographies and Photographs  
(6) Operation Enduring Freedom Media Kit  
(7) 2001 Press Clippings  
(8) CDROM, Operation Enduring Freedom (OEF) Photos  
(9) CDROM, OEF Unclassified Brief  
(10) CDROM, CVN70 Public Domain Website  
(11) CDROM, Electronic copy of this document  
(12) CDROM, Electronic copy of Media Kit

1. Per reference (a), enclosures (1) through (12) are forwarded.

A handwritten signature in cursive script, appearing to read "S. E. Fish".

S. E. Fish  
By direction

USS CARL VINSON (CVN 70) Organizational Structure

Commanding Officer	CAPT Bruce W. Clingan (Jan-Oct) CAPT Richard B. Wren (Oct-Dec)
Executive Officer	CDR Charles A. McCawley (Jan-May) CAPT Michael C. Manazir (May-Dec)
Administrative Officer	LCDR [REDACTED] (Jan-May) LCDR [REDACTED] (May-Dec)
Aircraft Intermediate Maintenance Officer	CDR [REDACTED] (Jan-Jul) CDR [REDACTED] (Jul-Dec)
Air Department Officer	CAPT Steven M. Jacobsmeyer (Jan-May) CDR [REDACTED] (May-Dec)
Chief Engineer	CDR [REDACTED] (Jan-May) CDR [REDACTED] (May-Dec)
Command Chaplain	CDR [REDACTED] (Jan-Jul) CDR [REDACTED] (Jul-Dec)
Combat Systems Officer	CDR [REDACTED]
Dental Officer	CDR [REDACTED]
First Lieutenant	LCDR [REDACTED] (Jan-Mar) CDR [REDACTED] (Mar-Dec)
Legal Officer	LCDR [REDACTED]
Medical Officer	CDR [REDACTED]
Navigator	CDR [REDACTED]
Operations Officer	CDR [REDACTED] (Jan-Apr) CDR [REDACTED] (Apr-Dec)
Public Affairs Officer	LT [REDACTED]
Professional Development Officer	LCDR [REDACTED]
Reactor Officer	CAPT Craig S. Kleint

Safety Officer

CDR [REDACTED] [REDACTED]

Supply Officer

CDR [REDACTED] [REDACTED] (Jan-Oct)  
CDR [REDACTED] [REDACTED] (Oct-Dec)

Weapons Officer

CDR [REDACTED] [REDACTED] (Jan-May)  
CDR [REDACTED] [REDACTED] (May-Dec)

## 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 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. Carl Vinson's immediate supervisor in command is:

- a. Admin: Commander, Naval Air Force, U.S. Pacific Fleet
- b. Operational: Commander, Carrier Group THREE

## 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. In July 1999, the ship entered Puget Sound Naval Shipyard for an 11-month Drydocked Planned Incremental Availability (DPIA). The Navy spent more than \$230 million for equipment upgrades, a new local-area network (LAN), new berthings, and several quality-of-life upgrades.

**2000:** Carl Vinson finished the overhaul period in June 2000 and began the pre-deployment phase of operations. The ship got underway for sea trials, Tailored Ship's Training Availability (TSTA), and Final Evaluation Phase (FEP) in the fall, operating off the coast of Southern California with Carrier Air Wing Eleven and other ships in the battle group.

**2001:** The new year brought more training and a starring role in Twentieth Century Fox's major motion picture Behind Enemy Lines. After completing extensive turn-around training including the Composite Unit Exercise (COMPTUEX) and a Joint Task Force Exercise (JTFEX), Carl Vinson departed July 23 on her ninth deployment to the Western Pacific. The ship initiated combat strikes into Afghanistan on Oct. 7 against the terrorists of al Qaeda and the Taliban. Sailors onboard in 2001 were awarded the Battle Efficiency Award and the National Defense Medal.

## 2001 COMMAND HISTORY BY DEPARTMENT

### ADMINISTRATIVE DEPARTMENT

#### PRINT SHOP (X-1)

In early 2001 the print shop began making preparations for the upcoming Western Pacific Deployment. The ship's storerooms were inventoried and all other needed supplies were ordered. To help support the increased demand for color printing during flight operations while deployed the command purchased two Xerox DocuColor 12 color printers. The events on September 11th, 2001 changed everything. The shop experienced a number of challenges surrounding the ability to receive the needed repair parts to support yet another increase in demand of printed products.

The Print shop produced an unprecedented 5,000,000 impressions. Of the total impressions 927,924 were short-fused intelligence impressions in direct support of Operation ENDURING FREEDOM.

#### PERSONNEL DIVISION (X-3)

The ship's Personnel Office enjoyed a very challenging and rewarding year. Charged with the accounting and personnel support of over 3000 Sailors and Chiefs, the office operated an average of 12 to 14 hours per day inport and 18 hours per day at sea.

With the emphasis on the "First 72 hours" being a positive experience, the Personnel Office Receipt Section prepares the necessary documents to ensure every sailor receives the proper pay and allowances and assists members in preparing travel claims for themselves and their family members. During 2001, the Personnel Office Receipts Section processed approximately 700 newly reported personnel. Prior to the 2001-2002 deployment, the Personnel Office submitted the personnel routing instruction to respective NAVPTOs to advise them to route prospective gains to appropriate transient facilities.

An extraordinary number of reenlistments occurred during 2001 especially during the WESTPAC 2001-2002 deployment. During the deployment alone, the Personnel Office processed over 300 reenlistments for over 5 million dollars of tax-free SRB.

The Personnel Accounting Section started a comprehensive ship-wide manning review and personnel tracking during the start of 2001. PRD modifications, EAOS and NEC management were carefully orchestrated to ensure personnel continuity during and after the deployment. To attain the manning goals, the Personnel Officer and the Assistant Personnel Officer personally contacted EPMAC, AIRPAC, CINCPACFLT and the detailers to foster a good working relationship. In addition, a visit to these organizations was conducted to facilitate a collective effort. At the time of deployment, the CARL VINSON sailed with 2925 enlisted personnel on board: 100% of BA and 100% of NMP.

The Personnel Office Customer Service Section issued over 1,500 ID cards (advancement, expired, replacement ID cards) during 2001, prepared and forwarded to the Disbursing Office anywhere from 1,000 to 6,000 pay documents monthly (i.e. Basic Allowance for Housing (BAH), Career Sea Pay Premium (CSPP), Family Separation Housing (FSH), COMRATS for personnel on TEMADD status, leave documents, Hostile Fire Pay, Tax Exclusion and Flight Deck Pay), and completed over 3000 individual service record entries monthly to document PQS, awards, warfare qualifications, schools completed, NEC changes and off-duty education. A solid plan was in place two months prior to the deployment for the Page 2 (Record of Emergency Data) verification for over 3000 shipboard personnel.

During the deployment, the Personnel Office Customer Service Section provided assistance to family members through liaison with PSD Bremerton and PSD Bangor in instances of loss or expired ID cards and DEERS enrollment.

Additionally, the Personnel Customer Service Section and Disbursing Office's continued work with DFAS Cleveland ensured everyone on board received the extra pay and allowances for the tax-free money while on deployment.

The Personnel Transfer/Separation Section processed approximately 600 Permanent Change of Station (PCS) transfers and separated approximately 400 personnel during 2001. Personnel transfers and separation procedures were established to ensure smooth personnel movement before, during and after the deployment. During the 2001-2002 deployment, the Personnel Office designated a PN to serve as the ATO liaison at ASU Bahrain to meet all passengers arriving via international flights, escort these individuals to COD flights inbound to the CARL VINSON. These extra efforts have eased the burden on these

often tired, travel-wary individuals and at the same time gave a good first impression of the command.

At the end of 2001, the total number the enlisted personnel on board was 2820.

#### EQUAL OPPORTUNITY ADVISOR (X-4)

The Equal Opportunity Advisor serves as the primary advisor to the commanding officer for all equal opportunity issues. This includes providing training and conflict resolution for command personnel on issues dealing with command climate, discrimination, diversity, sexual harassment, fraternization and grievance procedures. The Equal Opportunity Advisor trains the Command Assessment Team and the Command Training Team, the latter of which conducts the Navy Rights and Responsibilities Workshop during Command Indoctrination.

The Equal Opportunity Advisor checked onboard in January 2001 and was assigned to the Training Department, which was later reorganized and renamed the Professional Development Department. While in this department, she was also assigned as the Leading Chief Petty Officer for the Indoctrination Division (INDOC). She streamlined the INDOC program, ensuring three INDOC coordinators and 83 facilitators met the needs of over 1,000 newly reporting personnel. Noticing the lack of Navy Rights and Responsibilities (NR&R) Workshop in INDOC, she immediately trained 12 personnel to create a new Command Training Team. She then reinstated the NR&R Workshop into INDOC. Originally 8 hours long, it was ultimately trimmed down to 2 hours. The EOA also assisted in facilitating the NR&R Workshop. She conducted equal opportunity briefings for INDOC personnel, including providing information on expected personal and professional behavior and grievance procedures.

In October 2001, the EOA was reassigned to the Administrative Department. While on deployment in support of Operation Enduring Freedom, there was a greater potential for low morale and personnel conflict. During this time, the EOA conducted a climate assessment on a department of 360 personnel and a division consisting of 86 personnel.

During 2001, the EOA investigated over 35 cases and addressed numerous complaints involving equal opportunity issues, which included: sexual harassment; race, gender and religious discrimination; fraternization and other command

climate issues. In addition, she conducted sexual harassment and fraternization training for 6 divisions and 2 departments.

In addition to her duties as EOA, she also had the collateral duty as the command's Family Advocacy Representative, conducting interviews, tracking cases and ensuring personnel obtained the assistance needed to rebuild their families. During 2001, she monitored over 60 Family Advocacy cases and attended the Case Review Committee hearings, providing valuable insight to the committee and ensuring they had information to make an informed decision that would affect the lives of crew members and their families.

#### PUBLIC AFFAIRS (X-5)

The start of 2001 brought Hollywood to Carl Vinson with the onboard filming of 20th Century Fox's major motion picture "Behind Enemy Lines." For one week in February, Fox sent 75 members of their production and filming team along with some high-profile actors to experience what sailors experience every day. Included in the entourage were Gene Hackman, David Keith, Owen Wilson and a few other key actors.

Throughout COMPTUEX and JTFEX-2001, Carl Vinson Public Affairs hosted scores of Distinguished Visitors from CNAP, Third Fleet and CINCPACFLT.

The ship departed for WESTPAC on July 23, 2001. After hosting visitors from Hawaii and CPF, the ship continued westward toward Thailand where it hosted another visit from the Thailand Minister of Defense and the American Attaché in Bangkok.

The next stop was the Republic of Singapore in early September 2001 where the ship again hosted senior officials from the Singaporean Royal Navy. The ship hosted locals for a one-day open house at the Changi Naval Base where over 6,000 tourists visited the ship.

CARL VINSON'S mission changed dramatically after the events of September 11, 2001. Originally scheduled for duty in the Persian Gulf, CARL VINSON and CVW-11 maintained a presence in the North Arabian Sea in support of Operation Enduring Freedom, launching the first strikes of the war on terrorism.

During the deployment, which included 111 straight days at sea, the Public Affairs office escorted numerous distinguished

visitors including over 150 members of the national and international media pool covering Operation ENDURING FREEDOM.

In response to Operation ENDURING FREEDOM, the public affairs staff created a daily newspaper geared toward the entire battlegroup as well as monitored various news channels and provided VHS copies of key news to the various combatants in the battlegroup.

Additionally, the public affairs staff produced a nightly news show and provided approximately 4320 hours of entertainment and command information for the crew.

## AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

In 2001, AIMD provided outstanding support to Carrier Air Wing ELEVEN, during deployment and Operation Enduring Freedom (OEF), enabling the Air Wing to fly a record 25,000 flight hours. The department stepped up to the challenge of overcoming logistic obstacles in repairing aircraft components for Hawkeye, Hornet, Prowler, Seahawk, Tomcat and Viking operational commitments. All four divisions in AIMD worked closely with their counterparts in the Air Wing and the Supply department to create and facilitate an effective logistics pipeline to support the aerial bombing of the Taliban and Al Qaeda network. AIMD's strength was the dedication of the three hundred and ninety four professionals who make up the department. They consist of ship's company and SeaOpDet personnel from NAS Lemoore California, NAS North Island California, NAS Point Mugu California, NAS Oceana Virginia, and NAS Whidbey Island Washington.

To make possible a daily average of 270 flight hours, AIMD averaged 180 daily inductions and quickly processed them to maintain Air Wing readiness well above COMNAVAIRPAC expected levels. AIMD's technical professionals hold over 100 NECs, in addition to 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 supported Battle Force Intermediate Maintenance Activity (BFIMA) requirements by processing 940 maintenance actions.

Operation Enduring Freedom required an arduous at-sea period that had the potential to seriously impact morale of the AIMD workcenters. To keep AIMD sailors motivated, the AIMD Officer instituted two ideas that were very effective. One idea was a one page "FixO Gram" from the AIMD Officer to all AIMD sailors that communicated vision and passed on BZs. In all he sent 36 "FixO Grams" during deployment. The other idea was a 3 x 5 suggestion card system that enabled the sailors to get their ideas for improvement to the department head.

### MAINTENANCE STAFF DIVISION (IM-1)

Production Control. The "nerve center" of AIMD, responsible for coordinating all productions actions for 70 work centers within AIMD's four divisions. Production Control was able to keep the number of EXREPS at or below the WestPac average, during much higher than average flight operations, by focusing

on Pri 2 parts and Rotatable Pool critical items. By focusing on these lower priority items, AIMD was able to prevent many parts from becoming Pri 1 Exreps.

Despite the high flight hours of Operation Enduring Freedom, AIMD kept the component backlog below the WestPac average. The department was able to maintain a low backlog average through excellent test bench availability (96% deployment average) and the shop supervisors' ability to efficiently manage their workcenters' workload.

Throughout the beginning of deployment, AIMD was able to maintain RFI rate of 70%, which is equal to the COMNAVAIRPAC goal. Around mid-deployment, the repair rate experienced a 2% drop because the aircraft components were being stressed and quicker decisions were made to BCM components if there was not a realistic chance of obtaining bit-and-piece parts for repair.

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. Early in the year, QA rebuilt all of their aviation maintenance programs, which had been shut down during DPIA. QA quickly got the department back on its feet and focused on aircraft component maintenance through aggressive monitoring and meticulous auditing.

Throughout the year, 200 discrete program audits were conducted in all of AIMD's various production and administrative divisions. Also, 125 Technical Directives (TD) were screened for applicability and 95 previously issued TDs were researched for incorporation.

Quality Assurance manages the Central Technical Publications Library and 26 Dispersed Technical Libraries for AIMD, Weapons and Supply Departments, which carry 9000 technical publications. During 2001, the CTPL issued 1700 changes to the DTPLs for incorporation and ensured that all publications were current.

Ensuring safe working environments and practices were established throughout AIMD, QA investigated and analyzed 36 safety mishap reports. Additionally, QA remained vigilant in its role of analyzing and maintaining the aircraft product quality characteristics received directly from manufacturers or from the

supply system. QA investigated the nature and source of numerous defects and submitted the following:

- 18 Quality Deficiency Reports
- 5 HMRs
- 40 Technical Publication Deficiency Reports
- 16 Engineering Investigations

QA seamlessly transitioned to the use of electronic submission of Engineering Investigations, which eliminated the message format submission requirement. Electronic submission allowed for a more efficient tracking and follow-up format.

QA also supported the air wing production by qualifying 6 air wing personnel as Aviation Gas Free Engineers and performing 51 gas free checks.

#### GENERAL MAINTENENCE DIVISION (IM2)

From Comptuex and JTFX to the Western Pacific Deployment, 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 2001 portion of the deployment, the Power Plants branch repaired a total of 19 engines, and 6 APU's, which was a normal cruise workload. The oil lab, however, experienced an unusually high tasking. The oil lab processed 1472 oil, hydraulic, Coolanol, and Polyalphaolefin (PAO) Di-electric coolant fluid samples.

The power plants shop pre-cruise training and efforts to minimize engine repair/test turn around times ensured that there were zero bare firewalls during the entire deployment.

AIRFRAMES: The airframes branch experienced a higher than normal workload during the increased tempo operations of OEF. To keep pace, the AIMD airframers worked closely with CVW-11 to facilitate on-aircraft repairs. Difficult repairs were performed on F-18 drop tanks, F-18 graphite speed brakes, F-18 AU ducts, EA-6B horizontal stabs and S-3 broken stud removals. To meet the critical operational commitments of Operation Enduring Freedom, airframes obtained the approval of NADEP engineers to complete an extensive depot level composite repair on an SH-60 Nose Door. OEF put a heavy strain on the tire and wheel shop. The shop processed 170 tires and wheels- the only

problem encountered was keeping a supply of E-2C and C-2 main mount braces in stock.

PARALOFT: The parachute loft performed superbly during Operation Enduring Freedom and throughout the entire workup cycle. They inspected over 500 pieces of equipment and were able to maintain a tremendous RFI rate of 97%. The PRs inspected 36 chutes, 694 life preservers, 34 life rafts, 36 seat pans, and 405 O2 regulators. In addition, they took 200 O2 samples, filled 184 lox and fire bottles and completed 56 custom manufactured jobs.

#### AVIONICS/ARMAMENT DIVISION (IM-3)

IM3 Division developed and executed an exceptional aircraft component repair program throughout the IDTC in preparation for the 2001 WESTPAC deployment. IM3 successfully completed COMPTUEX, and FLEETEX/JTFX exercises by adhering to the COMNAVAIRPAC milestone checklist and applying lessons learned from other carriers' deployment summaries. Departing San Diego for deployment, IM3 Division was 98 percent manned, with a complement of two Officers, 9 Chief Petty Officers, and 204 enlisted personnel including 104 SeaOpDet personnel. Frequent phone contact, site visits, and comprehensive situation summary messages helped identify and resolve manning and experience deficiencies. Although SEAOPDET manning was nearly 100 percent at the commencement of deployment, many Sailors embarked with little or no experience in their designated NEC.

Overcoming significant support equipment discrepancies, including more than 70 Broad Arrows between January and July of CY2001, IM3 Division deployed with zero down benches, establishing a solid foundation for a successful deployment. Although minor equipment failures occurred, IM-3 mitigated the impact by relying on redundant test systems, MAMS installation, and selective aircraft systems checks. Minimal Test Bench Out of Service requirements and exceptional EXREP turnaround time were the norm. Solid troubleshooting and good communication with CVW-11 squadrons enabled IM-3 to effect an aggressive production effort with strong RFI statistics and low daily workable backlog. As a result of this preparation, IM3 Division completed over 20,870 maintenance actions in direct support of Operation Enduring Freedom. Of these, a total of 17,852 were aircraft maintenance related, directly supporting CVW-11 squadrons. IM-3 processed 9,586 DIFM assets- 8,132 were completed RFI, with only 1,454 assets completed as BCM, equating to an overall RFI rate of 85%. Our Calibration Laboratory completed over 5,200 calibration actions for AIMD/CVW-11,

COMCARGRU THREE and DESRON NINE. IM3 Division also completed 189 BFIMA projects in support of the CARGRU and DESRON. Our maintenance technicians worked well with CVW-11 to virtually eliminate Y Codes, maintaining an overall Y Code rate of 2%.

When all was said and done, IM3 Division completed one of the most successful deployments in carrier history. On the return leg of the cruise, IM3 Work Centers concentrated on reducing the DIFM backlog in order to mitigate the necessity for Repair and Return, resulting in a record low of only 82 items sent off ship for repair. Also final preparations, and planning for the upcoming PIA were in full swing.

#### SUPPORT EQUIPMENT DIVISION (IM-4)

IM-4 started the year closing out the discrepancies from the COMNAVAIRPAC Material Condition Assessment. This took some time because they amassed over 1800 maintenance actions during the visit. After the holiday stand down period, IM4 went into a pre-workup schedule driven by a challenging 70 percent equipment availability rate and a backlog of 500 Maintenance Actions. Despite the ships intense training cycle, the division was able increase the availability rate to 85 percent and reduce the backlog to 220 MAFs by the end of work ups.

Throughout the WESTPAC deployment, support equipment performed well even though equipment usage rates increased significantly during Operation Enduring Freedom. CVW-11 flew over 8600 Sorties and lost none for support equipment. During deployment, IM4 completed a vigorous training program that managed to attain 100 percent personnel qualification in SE Licenses, SE Tire and Wheel certification, Hydraulic Contamination, 3M, Damage Control and all shipboard watch standing qualifications.

By year's end, it was time to start planning the rework schedule. IM-4 sent messages to the TYCOM, as we planned to transfer all of the gear to NS Everett for corrosion control and maintenance rework. As part of this effort, IM-4 analyzed repair requirements for this equipment during this period, and ordered over \$250,000 of parts.

## AIR DEPARTMENT

Emerging from the upheaval and dishevelment of an extended Docked Planned Incremental Availability period, the USS CARL VINSON AIR Department spent much of 2001 rebuilding itself for a 2001-2002 WESTPAC deployment. Through Composite Training Unit Exercise (COMPTUEX) and Joint Task Force Exercise (JTFEX), the 600 Sailors of AIR honed their skills, forming a cadre of professionals teammates.

Throughout the ship's Inter-Deployment Training Cycle and WESTPAC deployment, the Department safely and efficiently supported the training and combat missions of Carrier AIR Wing ELEVEN. In addition, on three separate occasions, the Department supported the initial qualification of new Fleet pilots during Fleet Replacement Squadron Carrier Qualifications (FRS CQ). Over the first half of the year, it logged over 5,000 mishap-free aircraft sorties.

The whole AIR Department was enthusiastic and energized for the WESTPAC Deployment. The deployment started out at a fast pace, conducting Carrier Qualifications and numerous exercises on our trip to the Arabian Sea. As a direct result of the September 11<sup>th</sup> attacks, the AIR Department conducted training flights in preparation for potential combat operations. On October 7<sup>th</sup>, the Department began around-the-clock combat flight operations in support of Operation ENDURING FREEDOM. The AIR Department made world news on its history-making 111-day combat line period. Every person in the Department was a hero in defending freedom so far from home. AIR made a major contribution, with over 8,000 fixed wing launches and recoveries and over 4,950 helicopter sorties flown in support of Operation ENDURING FREEDOM. On December 18<sup>th</sup>, after departing the North Arabian Sea, the Department looked forward to liberty and upcoming family reunions.

To cap off an amazing year, AIR Department earned the 2001 AIRPAC Yellow "E", contributing their part to the USS CARL VINSON earning the 2001 AIRPAC carrier Battle "E".

### Department achievements:

Sustained 111 days of consecutive non-stop combat operations during a WESTPAC deployment in support of Operation ENDURING FREEDOM. Completed over 70,000 aircraft moves, 8,900 elevator runs and over 8,000 mishap-free sorties flown, which

delivered over two million pounds of ordnance against the Taliban Government.

The Department saw the departure of Captain Jacobsmeyer as AIRBOSS, the ascendance of Commander [REDACTED] as the new AIRBOSS, and the arrival of Captain Neunaber as the new MINIBOSS.

#### V-1 Division

Elevator Operators safely conducted over 1,373 aircraft elevator runs, facilitating the staging of Air Wing aircraft for maintenance on the Hangar Deck.

Immediately prior to commencing WESTPAC 2001/2002, V-1 successfully accomplished the complete resurfacing of almost 98,000 square feet of the Flight Deck.

213 flight deck scrubs cleaning over 396,000 square feet of flight deck. Using 284 drums of soap, the crunch ration was reduced by 35 percent. The CARL VINSON was named the cleanest flight deck in the West by the AIRPAC Training Team.

Conducted 23 vertical combat replenishments totaling over 76,000 pounds of cargo/ammunition while launching aircraft in support of combat operations.

Crash and Salvage orchestrated one aircraft on-load and provided critical flight deck fire protection in response to 29 fuel spills and 53 actual emergencies.

#### V-2 Division

Accomplished more than 13,000 successful launches and recoveries.

#### V-3 Division

Safely and expeditiously accomplished over 6,700 aircraft moves and 5,250 mishap free aircraft elevator evolutions.

Once aircraft moves were complete, V-3 Division provided support for a variety of additional special events including; stores and fuel on-loads, Captain's Call, Spirit Matters, awards and retirement ceremonies, receptions, Chief Petty Officer's pinning ceremony, Commanding Officer's Change of Command, and most importantly Liberty Call.

## V-4 Division

Completed 29 Refueling-At-Sea evolutions and received over 13-million gallons of JP-5 without a spill or mishap utilizing 186 OHMART VEGA RADAR units installed prior to deployment.

Tested new Cla-Valve Quick Disconnects and newly manufactured Goodyear hoses for operational capabilities and suitability for future shipboard use, Fleet wide, on JP-5 systems.

Tested "Target Rock" Valve and determined it significantly reduces the number of man-hours expended performing corrective maintenance and hazardous waste clean-up/disposal.

Overhauled #1 Auxiliary pump reduction gear and #4, 7 & 8 JP-5 Service pumps.

Replaced a 12" sleeve liner for a high performance valve in the #1 Bravo shaft alley transfer system.

Overhauled the pilot valve for the automatic discharge valve in #2 JP-5 Service filter.

Inspected four contaminated JP-5 tanks for PMS and preparation for PIA.

Issued over 340,000 gallons of JP-5 to USS OKANE and USS ANTIETAM fully exercising the Aviation Fuels System.

Issued over 13-million gallons of JP-5 to embarked aircraft, support equipment, and Emergency Diesel Generators, without a single incident or lost sortie.

Repaired over 57 limitorque operated valves and 48 valve position indicators.

Rehabilitated all four JP-5 Filter rooms.

Hydrostatically tested 120 JP-5 fuel hoses.

Qualified 60 AIR Department personnel as Enlisted Aviation Warfare Specialist.

## V-5

Working with all of the other divisions, Tower Crew personnel were well past mid-cruise form after completing two Pre-Deployment exercises.

Major admin projects included the departure and arrival of AIR Department personnel, the completion of all evaluations and fitness reports, and voluminous other admin paperwork.

Processed and awarded over 70 End-Of-Cruise decorations including NCMs, NAMS, and LOCs.

## ENGINEERING DEPARTMENT

### ENGINEERING LOG ROOM

The Log Room provided administrative support to over 375 personnel in the Engineering Department in relation to all manning, fitness reports and evaluations. The Log Room updated 10 mission critical instructions and notices, processed 50 Operation ENDURING FREEDOM awards, 25 end-of-tour awards as well as directly supporting the Chief Engineer and the Departmental Leading Chief Petty Officer. The Departmental Career Counselor reported amazing advancement selection statistics with 80% E-4, 27% E-5 and 33% E-6's being advanced. Additionally Engineering had a 67% retention rate with impressive 62% first term reenlistments, 100% second, third and 4th term retentions.

### A Division

The Auxiliaries Division, lead by LTJG [REDACTED] and ENCM(SW/AW) Fuselier has set the standard for customer service with a "can-do" attitude. When it comes to the comfort of the crew nobody can top the style and flair of the "A-Gang." This colorful team of engineers does it all, in almost every space on the ship. The 135 professionals of A-Division maintain every non-propulsion related machine from the Anchor Windlass to After Steering. Even during the grueling tempo of Operation ENDURING FREEDOM there was never an interruption in service or the availability of equipment to meet the Gold Eagle/Air Wing 11 team's war fighting needs. Furthermore, they did it all while maintaining crew comfort better than any other ship in the Task Force as reported by numerous distinguished visitors and media members.

HYDRAULIC SHOP (EA01) Fluid power makes big work easier. From lifting two 55,000 pound fully loaded Tomcats to the roof in less than 10 seconds to turning a 90,000 ton ship on minimum radius the Hydraulic Shop provides the power to make it look easy. The Hydraulics Shop maintains the four aircraft elevators and their automatic safety stanchions, steering gear, anchor windlasses and mooring capstans, the Boat and Aircraft Crane, boat davits as well as the winches and sliding pad-eyes used during our many underway replenishments. It's not all glamour though; big machines require a lot of lubrication and these dirty sweat soaked heroes use more grease than the rest of the ship combined. Yet they do it with a smile on their face, hour after hour and day after day!

STEAM HEAT SHOP (EA02) The Steam Heat Shop provides hotel steam services throughout the ship. Whether it's keeping you warm in your shop/office on a cool day or providing that nice warm shower to help you relax, the Steam Heat Shop is working behind the scenes to ensure your comfort.

OUTSIDE REPAIR SHOP (EA03) Talk about a job with a lot of ups and downs, check out the folks in the Outside Repair Shop. They maintains the vertical package conveyors, dumbwaiters, the high and low pressure air systems outside of the propulsion spaces as well as the fire pumps, potable water distribution system, small boats, and hangar bay doors.

AC&R (EA04) Here's a cool place to work! The Air Conditioning and Refrigeration (AC&R) Shop is responsible for ten 363-ton York centrifugal air conditioning plants that produce chilled water used to cool electronic equipment and air condition the ship. They also maintain five 10-ton York reciprocating refrigeration units used for the galley's freeze and chill boxes. Too bad these guys don't screw up very often because you can pretty much guarantee it'll be steak, lobster and crab legs for dinner.

ENVIRONMENTAL SERVICES (EA05) is responsible for the operation and maintenance of four waste processor rooms where plastics, metals, glass, cardboard, paper, and other solid waste is processed to help maintain a safe and clean environment. This shop is made up of personnel from every department on the ship. Most folks agree that this is the dirtiest job on Carl Vinson yet you couldn't tell by their attitude. The Environmental folks know they're doing an important job in preserving the oceans and air we breath.

GALLEY MAINTENANCE (EA06) is responsible for the maintenance and repair for all equipment in ship's seven galleys, main laundry and the Gold Eagle Self Service Laundry. That's more than 800 pieces of equipment vital to the crew's morale. From ice cream machines and soda fountains to dry cleaning machines and presses, Galley Maintenance keeps it going.

Cryogenics(O2N2) SHOP (EA07) The absolute coolest or rather coldest place on the ship! Cold enough to liquefy oxygen and nitrogen right out of the air we breath. Unlike other A-Division shops it's the only shop cleaner than medical. The O2N2 Shop operates the liquid oxygen and nitrogen producing plants, servicing outlets, and related equipment. Liquid oxygen provides

life-sustaining oxygen to pilots and the liquid nitrogen used in many jet aircraft and weapons systems.

CATAPULT SHOP (EA08) maintains steam piping and valves from the main engineering plant to the steam provided for the four catapults. Catapults provided the steam for over 9,000 launches during Operation ENDURING FREEDOM. Catapults also achieved grades of GOOD and OUTSTANDING during ORSE and NPMTT respectively. Catapults are the powder behind the bullets of the Golden Eagle's main weapon system.

A-DIV DCPO SHOP (EA40) conducts preventive maintenance on DCPO Equipment throughout 200 spaces, such as Fire Stations, Battle Lanterns, PKP & CO2 Bottles, Water Tight Doors/Hatches/Scuttles, Life Saving Equipment, Life Preservers, In-Line Respirators, EEBDs and also tracks and corrects Safety Discrepancies in A-Division.

#### Damage Control Division

DC Div is responsible for the maintenance and training for all damage control systems. During FY 2001, the DC Division was in the forefront of the Damage Control Training Team who completed over 150 General Quarter drills. These drills met all of the required guidelines, which ensured that the USS Carl Vinson was up to speed in combating fires, flooding, battle damage and also for the running for the Battle E and the Red DC. Both awards were awarded.

As the forefront leader in the Gold Eagle Flying Squad (At Sea Fire Party), we conducted over 75 drills to prepare for the deployment. All DC Division personnel had a key role in the maintenance, upkeep and preservation of all installed damage control systems and portable Damage Control equipment that was inspected during the Operational Reactor Safe Guard Exam (ORSE). This ORSE inspection was given a grade of outstanding to DC Division.

The Inport Emergency Team (IPET) ran over 110 drills for fire, flooding and Hazmat Spill responses. DC Division took the lead in the training of the IPETs for various inspections such as the Navy Environmental Program Inspection, and the Gas Free Engineering Program. The Gas Free Shop (ER13) is responsible for the maintenance and calibration all gas free testing equipment used for the certification of space atmosphere conditions. No major discrepancies were noted in the program.

The Chemical Warfare Shop (ER04) conducted the annual inspection of over 60,000 pieces of Chemical Warfare Equipment. The shop is also responsible for the maintenance, upkeep and preservation of all portable Damage Control equipment that is stowed in various Repair Lockers to be used for casualties by the Inport Emergency Team and Repair Locker personnel during General Quarters.

The AFFF Shop (ER10) is responsible for the maintenance, upkeep and preservation of the 20 installed AFFF stations, associated piping and valves. The AFFF system is tested prior taking aircraft onboard to ensure operational readiness. The AFFF system was certified with no major discrepancies reported by COMNAVAIRPAC.

The Fixed Systems Shop (ER06) is responsible for the maintenance of the CO2 flooding systems located in Flammable Material Storerooms, the installed 50lb CO2 Hose and Reels located throughout the ship, HALON Systems and the Range Guard systems located above all of the Deep Fat Fryers in the Galleys.

The Firemain Shop (ER40) maintains the firemain system, Main Drainage eductor systems, List Control Systems and well as tracking over 100 tanks and voids to maintain proper list and trim during all flight operations and underway/inport periods.

The Ship's DCPO Shop (EX09) was once again established. This shop ensures all Damage Control Petty Officers (DCPO) throughout the ship are kept up-to-date on all damage control readiness, maintenance, upkeep and repairs of various . This shop maintains the expert knowledge to provide training to the over 70 Damage Control Petty Officers.

## E DIVISION

GENERAL LIGHTING (EE01) Responsible for the maintenance of lighting distribution and receptacle circuits throughout the ship. Repair and correct unsafe grounds which are potential shock hazards.

UNDERWAY REPLENISHMENT, BOAT AND BATTERY SHOP (EE05) Repairs navigational lights while underway. Through the deployment, troubleshoots, repairs and maintains 15 conveyors online. Maintains the Gypsy Winch which is critical to a demanding

underway replenishment schedule. Maintains the RHIB Boat at peak efficiency to support ship's force protection.

POWER AND REWIND (EE02). Rewind Shop/Power Shop is responsible for the preventive and corrective maintenance on all 450 volts alternating current (VAC) distribution outside of the propulsion plants (#1 & 2 RAR and #1 & 2 MMR) this includes load centers, power panels, and distribution boxes. Responsible for the preventive and corrective maintenance on all A/C (air conditioning) plants, MDFP (main drain fire pumps), and ventilation motors, as well as all other motors onboard. The Rewind and Power shop maintain all the thermostats and Re-heaters and duct heaters throughout the ship and the systems that controls them and their associated chill water and unit coolers. Responsible for maintaining a totally complete motor shop with the capability to completely rebuild every motor onboard, and rewind them if necessary. Also maintain a complete outside electrical shop with the capability to troubleshoot and repair all electrical controllers onboard and rebuild them if necessary.

A&O (EE06). The Aviation and Ordnance shop is responsible for repairing and maintaining the Load center, all aircraft elevators, the ship service 400Hz system, motor generators, deck edge doors, the JP5 fueling system, the AFFF System, the Degaussing system, and the Aircraft Electrical Servicing Station (AESS).

INTERIOR COMMUNICATIONS (EC01, EC02 and EC03) Controls the communication onboard the ship. Responsible for repairing and maintaining 1MC, 5MC, telephones and sound powered communications onboard. Controls and maintains over 250 PCS phones for the embarked Flag, CAG 11 and squadron. Also responsible for repairing and maintaining all the alarms throughout the ship.

### Maintenance & Material Management (3M)

3-M OFFICE Senior personnel administer, inspect, and schedule preventive maintenance procedures for all CARL VINSON departments, and provide basic data and requirements for the accomplishment of scheduled maintenance as well as training and guidance to 167 work centers. We also organize and supervise the ships self-inspection program, planned maintenance system spot-checks, and zone inspections, ensuring the Gold Eagle is always safe, clean, and fully operational. The 3-M office screens and

processes work requests submitted by ships personnel for screening by the maintenance office.

QUALITY ASSURANCE (QA) (HT/COV/NUC) The Quality Assurance (QA) office plays a vital role in mission capability and personnel safety. QA personnel administer the ships QA program, which involves qualifying and training personnel, performing audits and surveillances, and tracking corrective actions and departures from specifications. QA is comprised of senior technical experts in the areas of nuclear and non-nuclear mechanical and electrical repair, welding and brazing, and non-destructive testing. Each individual supports the commands mission by ensuring ships personnel receive quality training, identifying areas in need of process improvement, and most importantly, by ensuring technical specifications are being met.

MAINTENANCE SUPPORT CENTER (MSC) (WEPS/AIR/REAC/CSD/ENG) MSC provides work center maintenance technicians with logistic support elements required to effectively plan, manage and perform maintenance. MSC is the direct interface between the maintenance technician and the Integrated Logistics Support (ILS) System. Manned by specially trained maintenance and supply personnel, operates around the clock to provide the fundamental support elements necessary and sufficient to troubleshoot, repair, and maintain shipboard equipment.

## R Division

### Shipfitter shop (ER01)

The shipfitter shop is responsible for the repair and fabrication of all structural and sheetmetal components of the ship using the GMAW and GTAW welding processes, such as damaged bulkheads, decks, lighting fixtures, handrails as well as the fabrication of EEBD storage lockers, TV stands and desks.

### Carpenter shop (ER02)

The carpenter shop manufactures various wood projects such as plaques, knot boards and flag boxes for visiting distinguished visitors and departing department heads and above. They also manufacture various types of shipping containers, jigs, holding and securing devices in support of the BIFMA program.

### Pipe shop (ER03)

The pipe shop is responsible for the replacement of all deteriorated piping systems onboard the ship, jobs range from the replacement of plumb vent lines to the more complicated reactor systems valves and piping systems, catapult systems as well as maintaining 22 salt water reducing stations for the 133 heads on board..

#### Machine shop (ER05)

The machine shop personnel fabricate or repair mechanical parts that require work done on machine shop tools and equipment such as lathes, milling machines, grinders and drill presses. They engrave materials for signs, labels and complete complex electro plating operations. The machine shop completed well over 2000 work requests in the manufacture of parts, including jet and helicopter parts, gun mounts components in support of the embarked air wing. As a Battle Force IMA (BFIMA) the machine shop completed the following routine repairs: pump shafts, motor shafts, end bells, u-joints, elevator safety devices and catapult support equipment.

#### Collection, Holding and transfer (CHT) shop (ER15)

The CHT shop is responsible for the maintenance and upkeep of all of CHT piping systems, 6 EDDY pumps, 75 diverter valves and 75 scupper valves for the 133 heads onboard the CARL VINSON, they are also responsible for the hydro blasting of 13 CHT zones throughout the ship.

## COMBAT SYSTEMS DEPARTMENT

2001 was a banner year for the Combat System Department. Recipients of the third consecutive Combat Systems Excellence "CS" award, it was the departmental focus to maintain continuity of connectivity, provide the tools to the war fighters, and deliver superior customer support. With "quiet professionalism", CSD achieved all goals. Utilizing a comprehensive training plan and a cohesive Combat System Training Team, the momentum developed at the conclusion of 2000 was carried into 2001. The CARL VINSON Battle Group proved the Battle Group Inport Training (BGIT) architecture for the PACNORWEST and conducted an aggressive in port training scenario linked to other units of the battle group. COMPTUEX was preceded by the Battle Group System Integration Test (BGSIT) that allowed demonstration and problem identification of interoperable system within the group. In addition to traditional training exercises, an emphasis was placed on computer network security, information management, and time critical strikes. Each of these efforts required system and architecture modifications to support Web Centric Warfare. By the conclusion of JTFEX, the combat systems suite was fully functional and cutting edge.

The events of September 11 2001, proved the need for adaptable planning and flexible operations as the CARL VINSON Battle Group was joined by three other Carrier Battle Groups, two Amphibious Readiness Groups and numerous coalition partners. The Combat System Department excelled at redefining system architecture and equipment configuration to support the embarked Task Force Commander in an expanded area of responsibility. Bandwidth and system loading limitations pushed equipment operation to the limits, but by real time management, CSD personnel achieved unprecedented levels of connectivity and warfighter support.

### TELECOMMUNICATIONS DIVISION (CS-1)

CS-1 enjoyed an extraordinary year highlighted from the start by receiving an overall grade of 98.8 on the comprehensive Communications Assessment package. Following COMPTUEX and JTFEX, CS-1 personnel provided outstanding support to COMCARGRU THREE, AIRWING ELEVEN, DESRON NINE and CARL VINSON during WESTPAC 2001-2002. Division personnel aggressively managed telecommunications resources to support battle group operations with voice, data and video transmission. The flawless

management and processing of 39,500 messages a month ensured two Battle Groups were in receipt of uninterrupted message traffic. Additionally, ten highly successful communications cutovers in record time culminated in CARL VINSON communication's crew earning an outstanding reputation and a "Bravo Zulu" from First Satellite Control Battalion. Unique to this year was the activation of Battle Force E- Mail (BFEM66) and Coalition Wide Area Network (COWAN) all critical in support of the ship's NATO contingent in the Persian Gulf. Video Tele-conferencing was a huge success with the activation of 170 classified and 450 unclassified conferences. Many of the unclassified conferences allowed sailors to talk with their families, including 76 new fathers. The successful management of the Secret LAN consisting of 300 SIPRNET computers, 8 servers and 400 accounts was maintained with minimal downtime and maximum performance.

#### INFORMATION SYSTEMS SECURITY DIVISION (CS-2)

CS-2 Division leads the fleet in INFOSEC initiatives by continually refining guidance, procedures, and training, thus ensuring the GOLD EAGLE classified (GENSER) and sensitive but unclassified (SBU) Local Area Networks complied with DOD and DON regulations and directives. CS-2 Division coordinated all command INFOSEC training, keeping CARL VINSON's INFOSEC program on the leading edge. Information Security (IS) actions were coordinated with the Information Systems Security Officers (ISSO) of COMCARGRU THREE, AIRWING ELEVEN, embarked squadrons, and CARL VINSON departments. CS-2 Division successfully thwarted several malicious code logic attacks throughout the year. The most serious threat resulting from the China/USA Hacker War was the "Code Red Worm," that was released and infected many DOD networks. However, CS-2 Division's rapid, intense efforts to remove the worm, CARL VINSON was the first in the fleet to regain full operability of her Local Area Network after the attack. Additionally due to CS-2 Division's quick response, CARL VINSON was totally impervious to a second attempt to infect DOD systems worldwide through the "Code Red II" worm.

CARL VINSON was very stringent in ensuring compliance of IT-21 program of record (POR) requirements. All software application requests were properly routed through CS-2 Division to ensure the software was on the preferred product list before installation was authorized. Additionally, CARL VINSON installed an intrusion detection system prior to deployment in order to provide increased awareness of potential computer network attacks and to increase operational security. Because

of CS-2 Division's forward looking and proactive approach to INFOSEC, the protection of data integrity of COMCARGRU THREE, COMDESRON NINE, COMCARAIRWING ELEVEN, and USS CARL VINSON was assured throughout WESTPAC 01/02 and during Operation Enduring Freedom

#### COMBAT SYSTEMS AUTOMATED INFORMATION SYSTEMS DIVISION (CS-3)

CS-3 Division provided top quality services to COMCARGRU THREE, COMDESRON NINE, COMCARAIRWING ELEVEN, and CARL VINSON throughout the Inter-Deployment Training Cycle, 2001-2002 Western Pacific Deployment and Operation Enduring Freedom. These services included the Naval Tactical Command Support System (NTCSS), the CVN70 Local Area Network and NIPRNET access, R-SUPPLY, NALCOMIS, OMMS-NG, R-ADM and maintenance of all unclassified microcomputers throughout the command. To provide the highest quality service possible to customers, CS-3 worked diligently with SPAWAR personnel to upgrade NTCSS to Grape, Aspen, and Birch during the Inter-Deployment Training Cycle. During the deployment, over three million e-mail messages were sent/received by ships company and airwing personnel. Over 2000 user trouble calls were resolved by the Microcomputer Assistance and Support Team (MAST). CS-3's meticulous and dedicated troubleshooting efforts led to the identification and correction of several long-standing NIPRNET bottlenecks in the Indian Ocean Region which resulted in the improvement of connectivity for four CV/CVN battle groups deployed to the North Arabian Sea.

#### COMBAT SYSTEMS TACTICAL DATA DIVISION (CS-5)

Throughout 2001, the technical experts of CS-5 solidified their reputation of providing reliable tactical data processing equipment to embarked Flag, Air Wing and ship's company personnel. This highly talented group of technicians maintained an extensive list of equipment at peak operation during an accelerated training cycle and subsequent Western Pacific deployment and provided exceptional support during numerous upgrades to CARL VINSON's Combat Systems suite. Specifically noteworthy was the technical assistance they provided during the installation of a state-of-the-art Knowledge Wall that improved embarked Battle Force Commander's ability to control joint forces in a high tempo, network-centric, combat environment.

During workups, the Advanced Combat Direction System (ACDS) technicians' skill and determination proved paramount in the

seamless transfer to Battle Group operations. Employing outstanding troubleshooting skills, they identified and corrected several installation defects in the Dual Net Multiple Frequency Link system and spearheaded CARL VINSON's Link Response Team contributing to the successful completion of several inport Link exercises, a Link-11 Long Look evaluation and the smooth integration of over 30 Battle Force units during Operation Enduring Freedom. Comprised mostly of junior technicians, they impressively honed their technical skills while grooming assigned display, computer and peripheral equipment enabling CARL VINSON to complete an arduous deployment without a single CASREP.

Combat Systems Operational Sequencing System was introduced to CARL VINSON during the second quarter and it was the dedicated efforts of CS-5 personnel that made it possible to achieve full implementation prior to deployment. Their efforts in the installation of over 1,000 feet of sound powered phone cable saved the Navy over \$25,000 in contractor costs and facilitated the coordination of electronics casualty repairs between six separate nodes.

During the initial phase of a six-month deployment, CS-5 was tasked with performing the short-fused installations of Theater Battle Management Core System (TBMCS) and Coalition Wide Area Network (COWAN). Mastering the operation and set up of these complex systems, they outfitted the Aircraft Component Commander with improved means to develop and disseminate time critical Air Tasking Orders in support of combat strike missions over Afghanistan.

The Module Test and Repair (MTR) troubleshooters from CS-5 used their superior fault isolation skills and meticulous soldering techniques in the repair of 157 electronic modules saving an estimated \$501,262.44 in repair parts cost. Their hard work in performing component level repairs to installed data, radar, communications and weapons systems optimized Combat Systems equipment availability throughout the entire year. Additionally, they executed several innovative ideas including the procurement of custom-fitted, electrostatic resistant workbenches that significantly improved space functionality and prevented inadvertent damage to sensitive electronic components. Their proactive involvement in the Navy's MTR program was specifically commended by both COMNAVAIRPAC and NAVSEA and served as a benchmark for other MTR facilities in the fleet.

Although not a formal billet, three technicians from CS-5 were trained to perform maintenance on 70 digital copiers. In spite of the large workload, these technicians were able to keep all copiers operating at nearly 95 percent during the year making it possible for the command to reproduce over 8 million copies of Personal Qualification Standard workbooks, newsletters and various training material.

When not engaged in equipment and space maintenance, CS-5 personnel set a new standard of performance in professional growth by qualifying 14 personnel as Enlisted Surface Warfare Specialist, 11 personnel as Enlisted Aviation Warfare Specialist and reenlisting 13 personnel earning an astonishing \$435,000 in reenlistment bonuses.

The teamwork and camaraderie demonstrated by these remarkable personnel was truly inspirational and directly supported CARL VINSON's historical 2001 accomplishments.

#### SURVEILLANCE AND CONTROL DIVISION (CS-6)

The Surveillance and control division began the year by completing COMPTUEX and JTFEX, during these grueling evolution's the following work centers; CS63 carrier air traffic control center maintenance, CS62 search radar, CS65 48 radar and CS66 WSN-7 played a major part in ensuring 99% availability of all associated systems. The division also completed a highly successful Combat Systems Readiness Review in which all divisional equipment was all assessed as satisfactory and fully ready for the deployment. Upon completion of work ups final preparations for a July 01 deployment were completed.

Radar division is responsible for maintaining all of CARL VINSON's Navigation, Air Traffic Control, Air Search, Inertial Navigation, and Secure Entertainment systems in operational perfection throughout the throughout the deployment which.

As a result of CS6's contribution, CARL VINSON completed 16,152 aircraft recoveries incident free. The division consists of six work centers and they combined completed over 11,000 preventive maintenance checks for an equipment readiness rate of 99.6%. The division conducted an in-depth divisional PQS and training program in which 45 personnel completed 312 qualifications including 6 Enlisted Surface Warfare Specialists and 1 Enlisted Air Warfare Specialists.

## SELF-DEFENSE SYSTEMS DIVISION (CS-7)

CS-7 was well prepared to meet the challenge of CARL VINSON's gulf deployment, after an intense inter-deployment training cycle that ensured the operability of its three NATO Sea Sparrow Missile Systems (NSSMS) and four Close-In Weapons System (CIWS) mounts. During a live firing exercise, direct skin-to-skin hits were achieved with both NATO NSSMS #1 and Close-in Weapons System (CIWS) MT 21. Numerous PACFIRES demonstrated the abilities of CIWS with over 8000 rounds of 20 MM ammunition uploaded and expended. Over 24 RIM 7P Sea Sparrow missiles were uploaded and downloaded mishap-free in support of the ships self defense capability.

## COMMUNICATIONS MAINTENANCE DIVISION (CS-8)

CS8 began the Inter-deployment Training Cycle with all major systems online and available. They were able to provide near perfect connectivity during all of the Fleet Replenishment Squadron Carrier Qualifications and throughout the entire Training Cycle. Combat Systems Readiness Review was a piece of cake and the inspectors were pleasantly surprised to find only a few minor discrepancies. The ship received its first EMI/IMI certification in 5 years. CS8 corrected every CSRR discrepancy and was ready to get underway for deployment.

CS-8 started the deployment 100 percent operational and was ready for all endeavors. Maintenance Personnel were put to the test and came through with flying colors. When the AN/WSC-6 had a casualty to a major timing source, it could of taken days to repair, but superb technical expertise restored the casualty by utilizing an external timing source not normally thought of as a source. Additionally, The AN/WSC-8 had a casualty to the Modem Processor Assembly and superb ingenuity restored the casualty by the use of an old version of software and a fabricated null modem cable. These casualties restored systems, heavily relied upon, within minutes vice days. This supported all Battle Group Commanders, Staff and Ship's company in the war against terrorism. When September 11<sup>th</sup> terrorist attacks occurred, every pieces of communication equipment was called into action. CS8 adapted to limited maintenance availability to complete both preventive and corrective maintenance, as all of the communications equipment was required 24 hours a day 7 days a week to support the war effort. Superb planning, motivation, dedication, and technical expertise resulted in near perfect off

ship connectivity and greatly enhanced the superb success of Operation Enduring Freedom and brought the CARL VINSON home safely.

## DECK DEPARTMENT

2001 was an epic operational year for Deck Department. CARL VINSON excelled throughout the inter-deployment training cycle and embarked on deployment in support of Operation Southern Watch. While steaming off the coast of Southern India the terrorists struck the World Trade Center and Pentagon, and shortly thereafter CARL VINSON was ordered to flank speed to get on station. And so began OPERATION ENDURING FREEDOM with intense flight operations supported logistically by a well trained and inspired Deck Department.

The Deck Team flawlessly executed mission requirements by safely conducting an unprecedented 39 UNREP evolutions. Once CARL VINSON had been relieved by USS JOHN STENNIS the numbers were phenomenal: received 13,480,075 gallons of fuel, delivered 186,035 gallons of fuel during a FAS with the USS ANTIETAM and USS OKANE, hi-line transfer of over 6000 pallets of "beans and bullets" and untold numbers of "retro" loads looking for more. The highlight of transfer operations occurred during an unusual event. CARL VINSON set up her personnel transfer rig and Executive Officer, CAPT Mike Manazir, was safely transported to and from the USS ANTIETAM during a synthetic highline transfer.

The high intensity of Operation Enduring Freedom demanded that a wide spectrum of well executed and complicated seamanship evolutions be performed. Deck Department performed these seamanship evolutions effectively, professionally, and safely. The PORT and STARBOARD RHIBs were employed for various man overboard and force protection exercises including two Battle Group Surface Craft Action Team exercises. Deck Departments dual ready lifeboat capability ensured the safe execution of each man overboard drill.

In the course of the year, Deck Department conducted several fundamental yet demanding seamanship evolutions which allowed CARL VINSON access through dangerous waters. Seamanship training during the training cycle ensured a successful precision anchorage in Thailand as well as many superbly executed sea and anchor details.

## DENTAL DEPARTMENT

The Dental Department continued to provide quality dental care to Carl Vinson Sailors during a difficult year. After completing a scheduled DPIA in October 2000, the ship began pre-deployment readiness exercises (JTFEX, COMPTUEX, TSTA & FEP), which continued from January 2001 through June 2001. Starting soon after DPIA, the department began aggressive preparations for the upcoming WESTPAC 2001-2002 deployment. Supplies, equipment and infrastructure were assessed and evaluated and arrangements made to replace, repair and augment any deficiencies to make sure the department was well prepared to sustain itself through a rigorous 6-month underway period. The ship completed the last pre-deployment exercise on 22 June 2001 and began a month-long POM leave period. On 23 July 2001, the ship departed Naval Station Bremerton and began its 6-month WESTPAC deployment as part of Operation Southern Watch. The ship's first stop was to San Diego in order to on load Carrier Air Wing Eleven (CVW-11) and all associated equipment and personnel and then headed west.

The Dental Department was staffed by 4 General Dentists, 1 Oral and Maxillofacial surgeon and 15 dental technicians, which included 1 Department LCPO.

The department performed 29,072 procedures, treated 16 Medivac patients from the USS CARL VINSON and USS ENTERPRISE BG's, and collectively treated a total of 6,347 patients. The Oral Surgeon treated a variety of patients from CVN 70, Air Wing 11 and from ships in the BG. His expertise was routinely consulted by the Senior Medical Officer to assist with the management and treatment of challenging cases. He treated a total of 768 oral surgery patients, extracted 1,286 teeth and performed 3,748 surgical procedures during the year.

During WESTPAC 2001-2002, the tragic events of 11 September 2001, forced the ship to change its mission from Operation Southern Watch to Operation Enduring Freedom, where on October 7, 2001, the ship began conducting massive air strikes as directed by the National Command Authority. During this extremely busy and difficult time, dental personnel worked diligently and ensured patient care was never compromised.

Despite the challenges brought on by WESTPAC and the events of 11 September, the department was able to maintain an overall dental readiness of over 96%. Dental Department personnel were

intimately involved in numerous critical areas in shipboard procedures and can be truly proud of the part they played during CARL VINSON'S historic and record-setting deployment of Operation Enduring Freedom.

### Equipment Installations and Upgrades

The department made numerous upgrades between the time the ship got out of DPIA and finally left for deployment. A new Panorax and intraoral x-ray machine were installed, as well as obtaining a new film processor. New fiber optics units were installed in all of the operatories and new high-speed handpieces were purchased. Modifications were made to the Central Sterilization Room (CSR) where a non-functioning ultrasonic cleaner was removed and a new stainless steel counter top installed. A new tabletop ultrasonic cleaner was purchased and a cleaning station for the new handpieces was installed as well. Other additions included a fiber optic headlight for the oral surgeon, new vacuum pump motors for the main vacuum system, as well as several other pieces of needed clinical equipment. The only major casualty the department experienced during the deployment was the degradation of the main suction system even though new motors were installed just before we left. It was necessary to replace the old system with a brand new unit during our return trip from deployment. We were able to accomplish this installation without any loss of clinical time.

### Personnel Advancements and Achievements

During the year, we had one dental technician advanced to PO1 and another advanced to PO3 through the Command Advancement Program (CAP). Seven dental technicians were awarded the Enlisted Surface Warfare Specialist (ESWS) designation and four were awarded the Enlisted Aviation Warfare Specialist (EAWS) designation as well. Three dental technicians also earned deployment Navy and Marine Corps Achievement Medals. One dental officer earned the SWMDO Warfare designation.

### Community Relations

Several of our dental technicians participated in various community projects in the local Bremerton area, as well as in Phattaya, Thailand and Singapore. The department also supported Blood Drives organized through Madigan Army Hospital, which were held at pier "Charlie", the Base Gymnasium, and Naval Station Bangor.

## Walking Blood Bank

The dental department is responsible for the Walking Blood Bank during underway periods in direct support of the medical department. The database of potential donors triples during the year through active recruitment of blood donors during the Madigan sponsored blood drives. Currently, the Carl Vinson Walking Blood Bank has a roster of well over 300 donors. The department issued laminated identification cards to all of these donors.

## LEGAL DEPARTMENT

The Legal Department's primary mission in 2001 was three fold: (1) to provide legal services to the command, crew, and embarked Air Wing; (2) to maintain security, good order and discipline; and (3) operation of the Gold Eagle Brig.

L-1 Division (Legal Office) provided legal counsel to the Commanding Officer, Executive Officer, and Department Heads; administered justice according to the Uniform Code of Military Justice; processed administrative separations; provided legal assistance to the crew and embarked Air Wing regarding a wide variety of issues; and conducted an aggressive electronic tax filing program. L-1 directed several complex Command Investigations; responded to various Congressional Inquiries; provided Standards of Conduct training and advice on acceptance of gifts; facilitated creditor-debtor actions; tracked over 200 civilian criminal actions; responded to claims of spousal and family non-support; and coordinated legal training for the command and Air Wing on various legal topics. L-1 provided numerous legal assistance including but not limited to Wills, Notaries, and Power of Attorneys' before, during, and after deployment for Operation Enduring Freedom. The division processed over 365 non-judicial punishment report chits, 28 courts-martial and Article 32 Investigations, 114 Administrative Discharges, and 2000 Legal Assistance services including notaries and powers of attorney.

L-2 Division (Security Office) was comprised of 39 TAD personnel and 20 permanently assigned Master-At-Arms. The division is divided into smaller functional entities consisting of Patrol, Urinalysis, Training, Investigations and Physical Security/Access Control. Patrol Division L-2 provided ship's internal physical security, including brow and Military Working Dog (MWD) inspections. Patrol Division assisted in cutting 1077 Padlocks for members of the crew and registered 575 personal property items for identification. Throughout the year, Security Division was tasked with coordinating and providing security for several distinguished visitors, including delegates from China and Canada. The Investigations Division conducted 172 investigations with an 81 percent solve rate. Urinalysis Division collected and processed over 7,834 urinalysis samples for laboratory testing, with a 99.1% discrepancy free record. Training Division qualified 163 personnel in small arms weapons qualifications, 10 Force Protection Watch Officers (FPWO), 50 Force Protection Picket Boat Officers and 320 Force Protection Lookout watches and conducted 17 command integrated Force

Protection Exercises, including a three day progressive Threat Condition Exercise. In addition, Training Division instructed four Patrol Academies; four Field Training Officer Academies; and four Special Operations Response Team Academies. Guard Mount training was conducted daily on subjects including Naval Law Enforcement, Force Protection and Carl Vinson policies, rules and regulations. Physical Security/Access Control Division conducted 134 scenario-driven security drills, 17 physical security surveys and processed over 4,000 contractor and Forces Afloat badges.

L-3 Division (Brig) was comprised of 12 TAD personnel and 2 permanently assigned Master-At-Arms. The Division safely operated the ship's Brig in accordance with current instructions and is responsible for the correctional care and re-instilling military discipline among confined personnel. During the annual CINCPACFLT Brig inspection, evaluators stated the GOLD EAGLE Brig facility was described as the "Best Brig" in the Pacific Fleet for cleanliness and presentation. The staff of L-3 also provided prisoner escorts for courts-martial, brig-to-brig transfers, prisoner appointments, and coordinated confinement in-processing of 11 courts-martial prisoners and 22 bread-and-water prisoners.

## MEDICAL DEPARTMENT

USS CARL VINSON'S Medical Department's strength lies in its personnel. Without them, clearly, mission accomplishment would never be met. Our WESTPAC 2001/2002 deployment quickly developed into OPERATION ENDURING FREEDOM and the Medical Department performed superbly.

Work-ups for CARL VINSON involved the normal stressors but we were well prepared and deployed on time in better shape than could be imagined. Our Force Medical Officer's inspection confirmed this as we scored an unprecedented "Outstanding" on the Administrative, Logistics, Training, Inpatient, Outpatient, and Pharmacy portions of this inspection. These scores earned the CARL VINSON Medical Department its sixth straight Blue "M" award for medical excellence.

In particular, a more in-depth analysis of the department is below.

### AVIATION MEDICINE

Aviation Medicine is ever changing to meet the needs of pilots, aircrew, and flight deck personnel. There is a steady flow of patients requiring physicals ranging from flight deck, respiratory, five-year, separation, radiation health, aviation and aviation waivers. Stressing the need for maintaining occupational health physicals, physicals for asbestos and lead were conducted to update and continue readiness.

Aviation Medicine's biggest challenge during this period was the Wing readiness levels. When reporting aboard for WESTPAC 2001/2002, the Wing reported to CARL VINSON with seven of nine squadrons in non-deployable status. To correct this, we had to complete well over 2000 physicals and spent over \$50,000 to bring their readiness up to standards.

### LABORATORY

The laboratory saw numerous improvements bringing them into the 21st century. The lab is staffed with two advanced Laboratory Technicians. After coming out of the yards, the laboratory received the Schiapparelli ACE Analyzer which is capable of testing the following chemistries, Chem 10, Lipid panel with direct HDL, LFT, Cardiac profile, Thyroid panel and

Iron. The Schiaparelli ACE saves approximately 3 minutes per test depending on the test. Features include an automatic pipette that pierces the top of the tube so the chance of contact with serum is decreased (decreasing the potential for accidental contact between the technician and the serum). The carousel is refrigerated so the reagents are able to stay on the analyzer for up to 30 days.

Coulter Act Differential gives a normal CBC with a 3-part differential. Approximately 15 minutes is saved in slide preparation.

We also procured an automated urinalysis analyzer and brought it online. This decreased the chance for technician error and processed the results electronically in 30 seconds (saving approximately 1 minute per test).

#### MENTAL HEALTH

In the year 2001, the USS CARL VINSON continued to provide Mental Health services onboard under the supervision of a Licensed Clinical Psychologist. The Psychologist and one psychiatric technician provided a variety services including crisis intervention, psychological evaluations, personality assessment, consultation, coping skills training, psychotherapy and a variety of group therapy opportunities. The Psychologist also supervised the Command Alcohol Treatment Program. Two command alcohol abuse counselors also served onboard, conducting evaluations, making treatment recommendations, and providing education and counseling to Sailors. Having this comprehensive mental health team as part of ships company allowed CVN-70 Sailors to have access to mental health services whether underway or in homeport.

#### PHARMACY

Prior to getting underway for WESTPAC 2001/2002, the "Gold Eagle Pharmacist" ensured that we were at 100 percent AMMAL which is a rarity but was easy to achieve due to the outstanding efforts of HM2 (SW/AW) [REDACTED], our Pharmacy Technician. During deployment he was also able to receive, at no cost to CARL VINSON, over \$30,000 worth of free medications from the FISC Singapore. In cooperation with the Biomedical Repair Division, we were able to receive the largest procurement of medical equipment since the commissioning of CARL VINSON at a

cost of over \$101,000. We had such a strong logistical foundation that we were truly to "go-to" carrier for supply issues not only within our battle group but the battle groups in the AOR.

#### PHYSICAL THERAPY

USS CARL VINSON has a fully functioning Physical Therapy service in the Medical Department. The division is staffed with a Physical Therapist (PT) (Medical Service Corps Officer) and a Physical Therapy Technician (NEC 8466). Patients are referred directly from a sick call screener or referred after being seen by a health care provider. The Physical Therapist has an office in Main Medical for conducting patient evaluations and treatments. The PT serves as a consultant for most musculoskeletal conditions seen on this ship as well as provides verbal/written consultation to other medical departments in the battle group. Treatments are given by the PT Tech in the Physical Therapy Clinic, located adjacent to the MWR Cardio Gym on the O3 level. Being co-located with the gym facility allows easy access to the appropriate fitness equipment that is an integral part of the patient's rehabilitative plan. While inport Bremerton, the PT teams up with the Orthopedics Department at Naval Hospital Bremerton to facilitate onboard Orthopedic clinics; minimizing time away from work for the crew and maximizing the volume of crewmembers evaluated by the Orthopedic Surgeon.

#### PREVENTIVE MEDICINE

The Preventive Medicine Division remains an instrumental division within the USS CARL VINSON'S Medical Department. Sanitation inspections were conducted on the CHT and Potable Water Systems ensuring compliance with Naval Regulations. Shipboard and barge sanitation inspections were conducted thus maintaining the highest quality of life for the CARL VINSON crew. Over 1,800 patient care visits and screening exams ensured that the CARL VINSON crew was fully medically qualified for all work in this operational setting. Continuum of care, on site inspections and work place analysis were key factor in the day-to-day operation. The Asbestos Medical Surveillance Program was reviewed and initiated, identifying personnel requiring further monitoring. Preventive Medicine personnel also instructed classes during Command Indoctrination covering areas of personnel hygiene and sexually transmitted diseases.

## RADIOLOGY

The CARL VINSON Radiology Department over the last year integrated a digital radiographic system to enhance patient care. This system had an overall cost of three hundred and fifty thousand dollars. Upon installation HM1 [REDACTED] received training in the operation of the equipment from Naval Medical Tele-Radiology personnel and was able to adapt in a matter of a few days to the new digital system.

With the installation of the digital radiographic system it has eliminated the need for wet processing, requiring chemicals/film, which has saved many man-hours in cleaning the wet processor not to mention the cost to maintain the equipment in an operational state.

The quality of digital x-rays has also increased the care the CARL VINSON Medical Team has been able to give to their patients. Through the course of the year Radiology been able to give the health care provider's valuable information that has avoided sending patients to a shore facility for diagnostic tests.

## MEDICAL TRAINING

After coming out of DPIA and well into WESPTPAC 2001/2002, the ship underwent an aggressive training schedule which resulted in the successful completion of CART I and II, TSTA I, II, III, and evaluation at the FEP level well ahead of the scheduled completion date, and well ahead of many other departments. 100 percent of stretcher-bearers were trained and PQS qualified to meet the requirements for their GQ stations. Over 3,100 crewmembers were trained in Basic First Aid and over 350 personnel were certified in CPR, with 11 trained as instructors. Eight Medical Department personnel were trained by Naval Hospital Training Department in Advanced Cardiac Life Support, utilizing Battle Dressing Stations as clinical skill stations. An innovative training plan was created in conjunction with Madigan Army Medical Blood Donor Center to teach the Dental Department procedures for drawing blood in the event of a Mass Casualty. A Mass Casualty Drill was held in conjunction with a command blood drive whereby the Dental Department was able to perform the duties required during the activation of the Walking Blood Bank.

## Radiation Health

Clearly setting higher standards in the healthcare of the Navy nuclear trained program Sailors, CVN 70's radiation health program has done very well. In 2001, CARL VINSON Radiation Health scored an "Above Average" on its first ORSE of the year and ended the year with a score of "Excellent." This is the first time a score this high has been earned since 1994.

## Conclusion

Hard work, determination and a strong esprit de corps was an essential factor in the success of the Medical Department during 2001. Winning the COMNAVAIRPAC Battle Efficiency Award and its sixth consecutive Blue "M" for Medical Excellence completed a very successful for year for CARL VINSON and is leading us into an even better 2002!

## NAVIGATION DEPARTMENT

2001 was a busy year for "America's favorite Carrier." Following extensive workups off Southern California, CARL VINSON deployed on a Western Pacific Deployment from July 23, 2001 through January 23, 2002. CARL VINSON steamed to San Diego to on load the air wing, then proceeded to Phattaya Beach, Thailand and performed a precision anchorage. From Phattaya Beach, CARL VINSON sailed to Singapore and moored at Changi Naval Base. CARL VINSON departed Singapore on 3 September and little did the crew know it would be the last time they would be ashore until 23 December. CARL VINSON was in the Northern Arabian Sea when the terrorist attacks of September 11<sup>th</sup> occurred. After 111 consecutive days at sea the Gold Eagle departed the Northern Arabian Sea and made her way to Singapore. Following Christmas in Singapore 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 January 2002 to a hero's welcome.

14 Sea and Anchor Details  
47 Underway Replenishment Details  
165 hours alongside other ships  
1 Anchorage

14 Restricted Transits:

2 Straits Of Juan de Fuca  
4 San Diego  
2 Pearl Harbor  
2 Gulf Of Thailand  
2 Straits of Mallacca  
2 Singapore Straits

Major Anchorages: 1 (Phattaya Beach, Thailand)

Entering port pier side:

San Diego  
Pearl Harbor  
Singapore  
Bremerton

## OPERATIONS DEPARTMENT

On 23 July 2001 USS CARL VINSON (CVN 70) set sail for her 2001-2002 Western Pacific/Indian Ocean deployment. Routine flight operations with CVW-11 embarked were performed during the transit to the CENTCOM AOR in preparation for anticipated participation in Operation SOUTHERN WATCH.

The VINSON had just relieved the USS ENTERPRISE in the North Arabian Sea and was steaming toward the Straits of Hormuz when both carriers were held on station in the North Arabian Sea to provide tactical air power for Operation ENDURING FREEDOM. The USS CARL VINSON had the distinction of delivering the first series of bombing strikes on terrorist forces based in Afghanistan. These offensive operations continued until its departure from the AOR on December 18, 2001, by which time the Taliban government had collapsed and Al Qaida forces had been routed. As usual the Operations Department was at the forefront providing countless support for the Carl Vinson Battle Group.

### OA DIVISION

OA division provided tailored, full spectrum environmental support and forecast services to optimize the success and safety of operations in support of battle group tactics and weapon systems during the IDTC and WESTPAC 01/02. Specifically, OA division presented 1067 Event Briefs, 51 Navigation Briefs, 12 Integrated Training Team Briefs, 13 Flight Weather Briefs (DD175-1), 11 NSSMS/CIWS Pacfire Briefs, and 313 Strike Briefs.

They launched 60 radiosondes to collect upper air soundings and took 6512 synoptic weather observations. They issued 3050 terminal aerodrome forecasts (TAF), 310 daily battle group forecast (BG WEAX), 198 tactical atmospheric summaries (TAS), and 42 tactical oceanographic summaries (TOS).

OA division coordinated its efforts with USAF forecasters supporting the Combined Force Air Combat Commander (CFACC) and other Southwest Asian METOC components to ensure the ATO took into account all pertinent METOC forecasts allowing strikers to get the right weapons for the right targets. They developed a battlespace overlay that showed the expected employment field for LGBs. This overlay served as a decision aid for CAOC planners to assign weapons for given target areas. These graphics pushed METOC considerations to the front burner and as Operation ENDURING FREEDOM progressed, fewer mismatches of targets and weapons due to weather conditions were made. This

graphic had enough impact that it was used by Theodore Roosevelt CVBG after CARL VINSON's departure.

During the transit home, OA division had to coordinate with NAVPACMETOCEN SAN DIEGO CA (C3F AOR), NAVPACMETOCEN PEARL HARBOR HI/JOINT TYPHOON WARNING CENTER (tropical cyclone information), NAVPACMETOCEN YOKOSUKA JA (C7F AOR), and NAVPACMETOCEN BAHRAIN (C5F AOR) to ensure product support, atmospheric model coverage and imagery availability. Based on past experiences within the AOR, the METRO team was able to determine NPMOC San Diego's divert recommendation to remain in port San Diego on the return transit was on the conservative side. In turn they made a recommendation that the ship make a high speed run up the coast to beat the weather and if the conditions NPMOC San Diego forecasted transpired, pull in to San Francisco. These recommendations allowed the ship to safely navigate up the coast and arrive home on time for its well-deserved homecoming.

#### OC DIVISION

Air Operations, consisting of the Carrier Air Traffic Control Center (CATCC) and the Air Transfer Office (ATO), set the pace for safe, hi-tempo flight operations for the entire Navy in 2001. The CATCC team provided a hint of things to come in January when they scored a 96% on their closed book exam during team training in Pensacola. This was so high that the practical laboratory portion of the training was waived.

Getting underway for the first time during COMPTUEX, CATCC-70 got the ball rolling by providing control and ensuring the recovery of over 1440 aircraft. The ATO began 2001 in successful fashion by ensuring the transfer of the cast, film crew, and their equipment in support of 20<sup>th</sup> Century Fox's production of *Behind Enemy Lines*. The ATO also moved over 42,000 lbs of cargo, 20,000 lbs of mail, and 1600 passengers, including 260 Distinguished Visitors (DVs).

During JTFEX, the CATCC team oversaw more than 1720 launches and recoveries. Concurrently, ATO guaranteed the onload and offload of over 35,000 lbs of cargo, 16,000 lbs of mail, and 1050 passengers (250 DVs).

Although the intense pace of OPERATION ENDURING FREEDOM (OEF) tested their physical and mental resolve, the sailors of CATCC and ATO managed to achieve staggering production levels. In just 2 months, CATCC supplied precise, mishap-free control for

the recovery of nearly 6000 combat aircraft, while ATO ensured the safe and expeditious transfer of 360,000 lbs of cargo, 181,000 lbs of mail, and 2150 passengers as CTF-50's logistical nucleus during OEF.

#### OI DIVISION

OI Division attained and maintained the highest level of combat readiness during COMPTUEX, JTFEX and deployment. During Carl Vinson's WESTPAC deployment in support of Operation Enduring Freedom, Tactical Operations Plot and Surface detected and identified over 5500 surface contacts providing accurate solutions to tactical navigation situations. Detection and Tracking maintained and managed a meticulous multi-force data link, which provided real-time tactical information and contributed significantly to the success of over 300 coordinated air strike missions. Strike and Air Intercept Controller's completed over 250 tactical intercepts, strike control for over 4200 sorties and provided safety of flight for more than 10,000 hours of actual flight time, establishing Carl Vinson as the premier controlling unit for the battle group.

#### OP DIVISION

The Photo Lab distinguished itself as one of the best afloat labs in the Navy during the IDTC and deployment. The Photo Lab was the Winner of the 2001 Chief of Naval Information (CHINFO) Merit Award for "Best SITE TV Show" for its efforts in teaming with the Public Affairs Office in producing a nightly news show for the CARL VINSON Battle Group. During WESTPAC 2001/02 and OEF, Photo Lab personnel traveled to all Battle Group ships and documented their actions in support of the war on terrorism. Their efforts resulted in USS CARL VINSON flight deck footage being the first aired on worldwide TV, and constant praise by CHINFO for "outstanding video and still image documentation." Photo lab personnel also developed 900 rolls of film, 10,000 feet of Tactical Airborne Reconnaissance Film, 1,822 digital Surface, Search, & Coordination (SSC) images supporting Intel collection, several hundred hours of digital video, and over 8,000 assorted photographs in support of thousands of distinguished visitor and shipboard events. The creativity and skill of Photo Lab personnel were evident in the more than 500 photographs printed in magazines and newspapers worldwide and the creation of multiple, professional music videos portraying life onboard the USS CARL VINSON.

#### OS DIVISION

SSES performance during the IDTC resulted in high praise from inspectors, evaluators, and senior Intelligence Community observers. Building on past innovations and talents, this diverse team came together to form the first afloat Cryptologic Analysis and Support Element (CASE) providing unparalleled Cryptologic support to afloat elements during WESTPAC 2001/02 and OPERATION ENDURING FREEDOM. Technical expertise and dynamic management ensured continued connectivity during multi-national operations in an area the U.S. Navy hadn't routinely deployed since the early 1980s. The CARL VINSON was praised multiple times by National Agencies for "aggressive and effective" collection and "high quality reporting."

#### OW DIVISION

Through effective training and flawless coordination, Electronic Warfare Division successfully prepared for and deployed to a combat environment contributing to the most successful deployment to date by any carrier battle group. During the Inter-Deployment Training Cycle JTFEX and FEP phases the electronic warfare personnel contributed significantly to all training scenarios. The support from the EW module ensured all modules of Combat Direction Center had the critical EW information needed to successfully complete this arduous training evolution. In addition, the seamless integration of EW module, Intelligence and Cryptologic resources enabled COMCARGRU THREE C2W personnel to fuse critical time-sensitive data to the Battle Group in an integrated environment. Additionally the EW module successfully directed the actions of all other ships in the Battle Group while acting as EW Control Ship.

During the Western Pacific deployment the EW team worked with and directed the EW actions of 4 Carrier Battle Groups, various ships from 4 coalition countries and various EW aircraft assigned to Carl Vinson Battle Group. EW and CTT personnel identified several contacts of interest displaying previously unseen radiation modes. Their diligence in EW operations enabled Navy wide changes to several emitter databases. During this extremely busy period, OW division Petty Officers qualified 4 EW Module Supervisors and 8 EW operators. Their tireless efforts and unmatched professionalism set the standard for the Battle Group.

## OX DIVISION

OX Division retained elevated combat readiness and received numerous laudatory comments from evaluators while controlling over 100 patrol and rotary wing aircraft during COMPTUEX/JTFEX. Over 1200 sonobouys were deployed helping to develop 260 attack criteria CPA's and 95 simulated attacks during 82 hours of opposing force submarine contact. COMCARGRU ONE evaluators and the Submarine Action Team (SAT) described USS Carl Vinson's Undersea Warfare Module as the most tactically proficient CV-TSC they have seen. During TSTA I/II/III/FEP, CV-TSC participated in and completed 13 ASW qualifications and was instrumental in the initial planning and execution of over 50 Integrated Training Team/Ships Warfare scenarios. OX Division coordinated and executed USW operation USWEX 01-01 through multiple opposing submarine prosecutions and accurate theater water space management while assisting the prosecution of UN sanctions violators. During Operation Enduring Freedom, OX division coordinated 55 Maritime Patrol Aircraft, 16 Surface Unites, and 45 Rotary Wing Aircraft from 3 separate battle groups. OX division expertly coordinated all communications, Submarine Water space and maintained the USW Master Tactical Plot, assuring unhindered waters for all United States and British Submarines.

## OY DIVISION

Strike Operations enjoyed an extremely successful 2001 by providing outstanding support for both the Air Wing and ship's company. They superbly coordinated the entire ship's schedule during Sea Trials, TSTA I/II/III, FEP, JTFEX, COMPTUEX, CART, and three FRS CQs. In its supporting role, Strike Ops scheduled 4,200 combat sorties, which logged over 10,731 flight hours. It also supported CVW-11 in its role as Task Force XRAY Air Component Commander, creating and distributing a 'Maritime' ATO that coordinated and identified all air operations conducted over the North Arabian Sea.

Other accomplishments included working with a diverse array of new systems, being the first to deploy with TBMCS and use it in a combat theater and multi-carrier environment, and equipping and manning a stand-alone Current Operations (COPS) cell for CVW-11. Strike Ops scheduled and coordinated 37 underway replenishments, many on very short notice due to the rigorous operational requirements in support of the air strikes over Afghanistan. Additional logistic support came via 2,281 separate VERTREP and opportune helicopter lifts, which enabled

the VINSON to conduct sustained combat operations in the North Arabian Sea for 111 straight days. More than 200 departmental Readiness and Competitive exercises were scheduled. Strike Ops tracked and maintained data for all 17 major departments, ensuring overall Primary Mission Area readiness was held at an overall M-1 rating in all areas. By the end of the 2001-2002 deployment, Strike Ops had coordinated, deconflicted and managed the drafting, production and dissemination of over 800 Green Sheets, 110 Pink Sheets, 350 Air Plans and 45 Battle Group Off-Deck Air Plans.

#### OZ DIVISION

The Intelligence Center was constantly praised during WESTPAC 2001/02 for its ingenious Intelligence dissemination efforts utilizing the COMCARGRU THREE SIPRNET Knowledge Web (KWEB). This allowed National, Theater and Fleet Agencies to utilize CARL VINSON-generated Intelligence in their briefings to senior personnel as well as unobtrusively monitor ongoing intelligence analysis including Carrier Air Wing 11 strike results during OEF. In addition, the Intelligence Center provided unmatched support to the DESRON NINE staff and Battle Group ships in support of United Nations-mandated Maritime Inspection Operations and Leadership Interdiction Operations in the North Arabian Sea. These efforts greatly enhanced the ability of Battle Force 50 to coordinate the efforts of multiple Aircraft Carrier Battle Groups into one united, fighting force during OPERATION ENDURING FREEDOM.

## PROFESSIONAL DEVELOPMENT DEPARTMENT

The Professional Development Department was established in March of 2001 out of the former Training department. The department's goal is to provide sailors the necessary tools to mature, advance and succeed professionally during their time on board the Carl Vinson from their first day to their last. The concept begins with a sponsorship program and leads into a robust week-long indoctrination. PDD also encompasses CCC, ESO, TADTAR and DAPA. With all these resources co-located in one department, a more formal concentration of efforts on the individual sailor and his/her career development have been the result.

During WESTPAC 2001-02, 596 sailors reenlisted. This truly innovated approach to career development has been successful and will continue to flourish.

### EDUCATIONAL SERVICES OFFICE (ESO)

ESO is responsible for administration of the Navy Enlisted Advancement System and the Navy Educational Programs including PACE and the USMAP apprenticeship.

On average ESO administers over 3000 Advancement examinations, including verification of worksheets, 5 Frocking Ceremonies, and over 600 advancement certificates. Other accomplishments in 2001 include:

- Enrolled over 400 students in the PACE program both instructor and CD ROM based in 12 classes.
- Administered over 500 CLEP examinations and 300 ASSET Tests.
- Processed over 200 Tuition Assistance Applications and over 200 GI BILL "Top-up" applications.
- Graded over 1000 Correspondence Courses.
- Enrolled over 450 personnel in the United States Military Apprenticeship Program.
- Coordinated 32 LDO/CWO and 24 STA-21 packages.
- Gave over 20 Educational Lectures including Educational Benefits in the Navy vs. Educational Costs outside the Navy.

## SAFETY DEPARTMENT

It was a busy year for the Safety department beginning with a new Safety Officer reporting in February of 2001.

The Safety department tracked over 600 accident and injury reports and wrote over 60 reportable injury messages. Safety qualified over 120 new division safety petty officers, performed over 1500 respirator fit tests, and inspected and maintained over 5000 pieces of safety equipment on the ship that includes 32 flammable storage lockers, 120 eyewash stations and over 3000 pieces of Personal Protective Equipment. The department also issues over 12,000 respirators and conducted over 5000 hours of monitoring and personnel guidance during flight deck operations. 3000 safety discrepancies were identified with a 98% correction rate.

An important and vital part of having a safe workplace is having adequate safety training for the crew. Over a four day period, 100% of ship's force was trained in Operational Risk Management with 32 people trained as subject matter experts and ORM instructors. Safety also provided quarterly training as instructed by NAVOSH instruction and using RADM to simplify record keeping for divisions, and held numerous safety stand-downs before major work ups or deployments. This training included recreational safety, STDs, ship life safety, responsible alcohol use and motor vehicle safety with the assistance of the Washington State Patrol and the California Highway Patrol.

In March 2001 the department received an outstanding on all Occupational and Environmental programs during the NEP INSURV assist inspection and was the AirPac nominee for the Admiral Flately award for aircraft carrier safety.

The Safety Department was staffed by 1 Safety Officer, 1 Industrial Hygiene Officer, 1 Departmental LCPO, 6 Safety Petty Officers and a Yeoman.

### Personnel Advancements and Achievements

During the past year 50% of safety petty Officers were awarded either Enlisted Surface Warfare Specialist (ESWS) or Enlisted Aviation Warfare Specialist (EAWS). Two Petty Officers were awarded end of tour Navy Achievement Medals. The departmental yeoman and a safety Petty Officer earned a Letter of Commendation for being the departmental Blue Jacket of the Year

and departmental Junior Petty Officer of the Year. The Division Officer earned the SWMDO warfare designation, as well as qualification in all watch standing stations for which he was eligible.

#### Community Relations

Several of our safety petty officers participated in various community projects in the local Bremerton area, as well as in Phattaya, Thailand and Singapore.

## SUPPLY DEPARTMENT

The New Year began with the Supply Department ramping up support and preparing for COMPTUEX and JFTEX with deployment with still ahead of us. CARL VINSON's success during Operation ENDURING FREEDOM can be directly attributed to the efforts during the Inter-Deployment Training Cycle (IDTC). Spending a total of 61 days embarked during the work-up cycle, the CVW-11/CARL VINSON Air Wing team learned from the obstacles we overcame. The Supply Department was goal orientated, focused on maintaining a high level of performance throughout the 2001/2002 deployment. Our efforts paid off with success during Operation ENDURING FREEDOM a crowning achievement was earning the COMNAVAIRPAC Blue E for Supply Excellence a third consecutive Blue E for 2001.

GETTING READY FOR DEPLOYMENT. The Supply Department's success during 2001 was largely due to the exhaustive planning that started well before deployment. Starting early, identifying sources of supply and thoroughly understanding the transportation pipelines paid huge dividends. Our philosophy for success was to prepare with deployment as the end state, using COMPTUEX, JFTEX and our Supply Management Inspection (SMI) as validations and indicators of our readiness.

COMPTUEX/JFTEX. Our first chance to support aircraft organically occurred in February 2001. During COMPTUEX, CVW-11 with 68 aircraft sustained flight operations averaging 151 flight hours per day. While at the time we felt pretty good as it was significantly above the 98/99 deployment average of 135 per day, it was only half of what was to come. The biggest challenge was the last 96 hours of COMPTUEX when NALCOMIS went down hard. During COMPTUEX, we also conducted our first UNREP in more than 18 months. Our team met with the SACRAMENTO inport to maximize the training opportunity. During JFTEX we supported 70 aircraft sustaining flight operations averaging 205 flight hours per day. The last three days of JFTEX averaged over 250 hours, closer to what we would see on deployment.

PRE-DEPLOYMENT CONFERENCE. At the pre-deployment conference in April the CARL VINSON Battle Group and PELELIU Amphibious Ready Group met to establish the Logistics Rules of Engagement. There were key personnel from all supporting activities. This conference provided significant information and guidance concerning logistics support in the Western Pacific and into the 5<sup>th</sup> Fleet AOR.

"CLEAN SWEEP" SMI. Inspired leadership and superior team-building skills led CARL VINSON to set records during the 2001 Supply Management Inspection in June. Our team implemented over 100 programs and monitoring tools, systematically analyzing and improving all Supply Department processes. Result: "OUTSTANDING" in all 15 evaluation areas, noted by CNAP as the first ever "clean sweep."

READINESS. At that beginning of deployment CARL VINSON was above TYCOM goals in relation to our stock posture. Our range was 96% and our depth was 93%. Stock Control executed a Top-Off Reorder one month before deployment and closed the storerooms to all but essential issues during the POM period (July). The Services Divisions completely loaded out their storerooms. Bottom line, on July 23<sup>rd</sup> we were ready for deployment.

OPERATION ENDURING FREEDOM. The events of 9/11 affected our logistics support plans but did not impact our ability to support CARL VINSON and CVW-11.

EXTENDED TRANSPORTATION PIPELINE. Arriving in theater on 12 September, we immediately met with CTF-53 to develop a new logistics pipeline to the North Arabian Sea. After several days of considering options, the consensus was to try to use existing infrastructure in Bahrain to the maximum extent possible (and not shift the logistics head to a completely new location). Our challenge was to manage and expedite material through the newly established logistics pipeline.

SUPPORTING CVW-11. Always thinking Air Wing support first, the Supply Department closely tracked all material requirements listed on the Aviation Maintenance Requirements Report to include off-ships, AWP documents, Broad Arrows, PODS/TFLIR, and engine pool requirements. Rigorous pursuit of material facilitated timely deliveries as well as accurate information for CVW-11 to make informed maintenance decisions. Our efforts to get material, led to an average of only 32 Off-Ship Requisitions during deployment (at the fleet average for the last 8 deployers) yet CVW-11 flew nearly twice as many hours than during a typical deployment.

MULTI-CARRIER OPERATIONS. Involved in multi-carrier operations, the Aviation Support Divisions in theater pooled resources to improve task force readiness. Consumable demands are a huge detriment to aviation readiness when not available. CARL VINSON started a screening process among all the carriers in-theater for daily consumable requirements that could not be filled

organically. We exponentially increased our resources from 26,000 aviation allowances to over 100,000 line items carried among the three carriers in-theater.

SIPRNET CHAT. The advent of "Chat" and SIPRNET email greatly expanded our ability to conduct "real-time" logistics. During OEF we conducted up to five (5) Underway Replenishments per week. Every night before the evolution, we would communicate directly with the supporting ship's Supply Officer, which paid huge dividends when trying to coordinate the movement of "bullets, butter, and fuel." We also used chat to coordinate material movement within the Task Force as we received over 2,000 requirements for further transfer to 31 different units. With the SIPRNET we could determine shipping strategies by watching the tactical picture. Necessary because at times our escorts were geographically dispersed from the North Arabian Gulf to off the coast of India.

FIFTH FLEET AOR REQUISITIONING. A big change occurred in 2001, as all material and subsistence requirements were now submitted directly to CTF 53, info the supporting AFS and AOE vice working directly with the in-theater CLF assets. CTF-53 then inputs the requirements into their ZAP-IT program, screening afloat and Prime Vendor inventories, and then directing issues as required. This new system greatly increased the range of material available and significantly decreased screening times.

GULF PRIME VENDOR. Also new this deployment was the establishment of Seven Seas as a Prime Vendors for provisions and Ship's Store stock. They provided the majority of our subsistence requirements during our stay in the North Arabian Sea (NAS). Pleased with the impressive fill rates (95%), the real benefit was the quality of the meats and FFV. . The overall quality was outstanding.

GOING POSTAL. The events of 9/11 directly impacted the movement of mail. Letter mail and Priority Mail took up to 35 days transit from CONUS to the North Arabian Sea. In October the concern became ANTHRAX. With this new threat, we conducted biological and mail bomb threat training in early October for all postal clerks and Official mail handlers from Admin and CVW 11. By the first of November the pipeline was once again full and shipments moved quickly, very important to the crew as Christmas was fast approaching.

STEEL BEACH PICNIC/BEER DAY. We found time twice during OEF to hold Steel Beach Picnics. The Food Service Division provided a spectacular spread and MWR supplied the fun and games.

PORT VISITS. MWR earned their money as they provided a spectacular show in our port visits to Pattaya, Thailand (8/21-8/26) and Singapore (8/29-9/3). The crew truly appreciated MWR's efforts and their time on the beach. However leaving Singapore on 9/3 no one would have imagined that it would be 111 days before we would see port again. Singapore (12/23-12/26) was our destination once again. The crew enjoyed their free time catching up on missed sleep.

AFLOAT FITNESS. Just prior to deployment we established a position for an Afloat Fitness Director. During POM, we converted our old uniform shop into the DOUBLE EAGLE gym. In the space we installed treadmills, spinner bikes, stair climbers, cross trainer, and dumbbells. The new gym increased fitness space on CARL VINSON by 35%.

Awards Earned in 2001 for the Supply Department:

- COMNAVAIRPAC Blue "E" for Supply Excellence - 2001
- Runner-up for the 2002 Captain Edward F. Ney Food Service Excellence Award
- NAVSUP Ship's Store Service and Retail Service Award - 2001
- COMNAVAIRPAC Disbursing Excellence Award; and Postal Excellence Award - 2001

## WEAPONS DEPARTMENT

### FLIGHT DECK ORDNANCE DIVISION (G-1)

The professional ordnance handlers of G-1 Division proved time and again that no challenge was too great for them to accomplish in 2001. The year commenced with G-1 Division providing expert support to the embarked air wing during COMPTUEX and unloading the Ship's Tailored Filled Allowance (TFIL) while simultaneously preparing for two major command inspections, the Conventional Ordnance Safety Review (COSR) and the Aircraft Maintenance Inspection. The COMPTUEX was completed successfully with zero sorties missed due to non-availability of ordnance, the onload was performed safely and expeditiously with zero mishaps and grades received from both inspections were outstanding. The command's final exam, JTFEX, was also completed flawlessly. In preparation for deployment, the division trained and qualified 22 personnel in the performance of ordnance staging area watch, board watch, and ordnance rover duties. Following the terrorist attack on 11 September, G-1 Division rose to the challenge of Operation ENDURING FREEDOM with great resolve and an overriding sense of patriotism. The flight deck ordnance crew handled an average of 100 air-launched missiles and over 100 precision-guided weapons daily. They directed # mission essential combat VERTREPS, supporting the onload of 320 tons of ordnance while simultaneously supporting real world strike missions. These extremely hazardous evolutions were only attempted because of the command's complete confidence in G-1's ability to safely and expertly perform the tasked evolutions. G-1 Division personnel are justifiably proud of their contributions to the Weapons Department Team and our combined efforts in pursuit of the Black W and the Battle E.

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

The Gunner's Mates of G-2 Division prepared for the Western Pacific and Indian Ocean deployment by renovating and preserving 27 Ready Service Lockers and 8 Gun Lockers. G-2 Division provided all training, coordination, and manning for the ship's .50 caliber machine gun mounts. The Division has since proven to be the driving force behind the overwhelming success of CARL VINSON's Force Protection efforts. Following the JTFEX Force Protection Exercise, Commander, Third Fleet and COMCARGRU ONE evaluators rated CARL VINSON "the best force protection team ever observed". Our Force Protection professionals earned the complete respect of the OPFOR with one inspector dubbing the ship "Fortress CARL VINSON". This spirit of providing the best

force protection deterrent was carried over during port visits to Thailand and Singapore. G-2 fully supported all armed watch requirements permitting the ship's crew to take full advantage of the well-deserved port visits. Divisional Range Masters and Small Arm Instructors trained and qualified 835 Ship's Self Defense Force personnel in the use of 9mm, M-14, M-16, and M-60 weapons as well as providing small arms training to CVW-11 embarked aircrew. During a torpedo acoustic seeker exercise the superb professionalism of the Torpedo Banding Team completely surprised Commander, the Third Fleet by turning a simulation into an actual torpedo delivery evolution. Prior to deployment, the torpedo workcenter completed an exceptional Torpedo Readiness Certification Assist Visit earning specific compliments on their banding and preparation abilities. While underway during JTFEX, G-2's Torpedomen were again center stage. The magazine sprinkler workcenter completed numerous emergent repairs ensuring the system suffered zero failures, another example of G-2's quality personnel at work.

#### Magazines and Weapons Assembly (G-3)

G-3 Division's level of performance has far exceeded expectations. Their professionalism and safety consciousness were highlighted as they began the year by handling over 3,000 tons of ordnance, meeting 80% of the ship's mission fill requirements, without incident. The material condition of the ship's magazines and the training and performance of G-3 personnel contributed to the Weapons Department earning adjective of grades Outstanding on the COSR, the magazines being singled out for specific praise. Following the 11 September 2001 terrorist attack on the United States, G-3 was put to the true test of Combat Readiness. In every aspect, their performance was phenomenal. Working round-the-clock, the weapons assembly teams prepared over 1600 precision-guided weapons including Joint Direct Attack Munitions (JDAM) and laser guided bombs. In all, over 2 million pounds of ordnance were delivered to the embarked air wing and expended over Afghanistan. In addition, they took part in 22 combat ammunition replenishments while maintaining full support to high-tempo air wing operations. More than 700 tons of ordnance and 270 tons of retrograde material were transferred by G-3 personal without personnel injury. A wealth of technical knowledge and strict adherence to procedures were key factors in ensuring an accurate inventory throughout the deployment. Numerous spot checks and unscheduled quality assurance audits revealed zero discrepancies for over 500 line items valued at

more than \$250 million. Lastly, G-3 Division was extremely successful in managing divisional administrative tasks and caring for over 130 sailors. G-3 Division set the standard for performance, passed the test of combat readiness, and is one reason why CARL VINSON and CVW-11 were so successful in the execution of Operation ENDURING FREEDOM.

#### Weapons Elevator Division (G-4)

The elevator maintenance and training professionals of G-4 Division provided 100% weapons elevator availability for all combat operations and ammunition transfer evolutions. Every elevator operated flawlessly and safely, enabling the department to meet all mission requirements. Setting the stage for these successes were in-depth maintenance preparations. The COMNAVAIRPAC Weapons Elevator Support Unit (WESU) and FITIPAC recognized the dedicated maintenance efforts put forth by G-4 Division during both a Pre-Deployment Elevator Assessment and Conventional Ordnance Safety Review by proclaiming VINSON's elevators the best on the West Coast; a direct reflection of our quality Elevator Maintenance Technicians. In addition, while receiving the ship's ammunition fill, CNAP 3M inspectors cited the elevator maintenance program as being one of the best in the fleet. G-4's elevators performed flawlessly during 3 days of round-the-clock movement of over 3,200 tons of ordnance. The maintenance professionals of G-4 ensured 100% elevator support to CVW-11 in the prosecution of Operation ENDURING FREEDOM.

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

The superb leadership, administration, and program management guidance provided to the department is performed by this elite group of highly dedicated professionals. Their direction and leadership abilities have ensured that the department was able to meet the highest standards of proficiency while ensuring safety. All ammunition assets were requisitioned, tracked, received, documented, and administratively catalogued by the Ordnance Control Ammunition Accountants with a superior accuracy. The Ordnance Handling Officer and his crew of enlisted Aviation Ordnancemen closely supervised assembly, transfer, and issue of weapons. Coordinating the movement of assets during Operation ENDURING FREEDOM was an extremely demanding task. Ordnance Control personnel ensured operational requirements were met on-time and safely. The uncompromising oversight of the Quality Assurance Branch kept all safety,

maintenance, and ordnance programs on track, meeting or exceeding standards. The support of the Weapons Department Yeoman and Department Leading Chief were crucial to successfully caring for our assigned sailors and managing all of the personnel issues that require the attention and guidance of senior leadership. Without question when it comes to putting the "Efficiency" in Battle Efficiency, CARL VINSON and the Gold Eagle Weapons Department are the pace setters. Our demonstrated ability to receive, stow, assemble, and deliver ordnance on time, every time, is second to none. No other Pacific Coast carrier has done it better during calendar year 2001 than the tried and true, combat proven professionals of the CARL VINSON Weapons Department. CARL VINSON has set standard for all ship's ordnance teams.

Throughout all phases of work-ups and deployment, the CARL VINSON Weapons Department has turned in thoroughly exceptional performances. Major evaluations included the Conventional Ordnance Certification Review, Aircraft Maintenance Inspection, and Torpedo Readiness Assist Visit - all outstanding grades. The CARL VINSON Force Protection Team, headed by the Weapons Department, earned comments of "best seen" and "Fortress CARL VINSON" during a 3 day graded exercise. The Weapons Department provided unparalleled support during Operation Enduring Freedom delivering 2 million pounds of ordnance to CVW-11. Weapons received over 700 tons of ordnance and transferred 270 tons of retrograde while engaged in Operation ENDURING FREEDOM.

# WESTPAC 2001-2002



# OPERATION ENDURING FREEDOM

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## USS Carl Vinson (CVN 70), Media Kit

All information provided here is approved for public release. For questions, comments or general queries, please contact the USS Carl Vinson Public Affairs Office at 619-545-7155 (at sea) or 360-476-3634 (in port Bremerton) or via email at [pao@vinson.navy.mil](mailto:pao@vinson.navy.mil).

# USS Carl Vinson in Operation

# ***ENDURING FREEDOM***

**07 October 2001 - 16 December 2001**

USS Carl Vinson was rounding the southern tip of India on September 11, 2001, en route the Arabian Gulf. Immediately after the terrorists attacks on America, the ship was called to duty in the North Arabian Sea.

On September 12, USS Carl Vinson arrived where she would spend the next 73 days operating in support of Operation ENDURING FREEDOM. Truly an historic deployment, we think you'll find some of the below facts remarkable.

Carl Vinson was the first carrier on station in the North Arabian Sea.

She was the first carrier to launch strikes into Afghanistan.

The crew flew 70 days supporting Operation ENDURING FREEDOM.

The flight deck crew had 3 days off.

The aviators flew 4,200 combat sorties, and logged 10,731 hours.

The ordnancemen built and the aviators dropped 2,025,176 pounds of ordnance... and the planes used over 18,000,000 gallons of jet fuel.

The flight deck crew launched 16,152 aircraft. They safely recovered 16,152 aircraft. And the ship anchored one time.

The meteorologists conducted 1,421 weather briefs.

The ship conducted 37 underway replenishments. This was more than twice as many, taking on more than twice as much fuel, and FIVE times as many pallets of ordnance than the previous two years combined.

The ordnance and cargo also came via 2,281 helicopter lifts.

The ship had a remarkable *ZERO* Class Alpha and Bravo injuries or mishaps.

Maintaining a healthy crew was vital to the success of the operation. On board, there were over 10,000 visits to the doctor, 8,340 prescriptions filled, and 53 surgeries conducted.

The optometrists made 535 pairs of glasses.

The dentists saw over 5,500 patients. And they pulled 839 teeth.

Not only vital to the mission, but vital for the crew's morale, was the fact that 1,432,660 emails were sent, and 2,104,819 emails were received.

The ship also connected 450 sailors with their families via Video Teleconference. 76 of these were new fathers.

These are what the men and women of USS Carl Vinson and Air Wing Eleven did in support of Operation ENDURING FREEDOM. This is what they did for the American people