



DEPARTMENT OF THE NAVY
USS GEORGE WASHINGTON (CVN 73)
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From: Commanding Officer, USS GEORGE WASHINGTON (CVN 73)
To: Chief of Naval Operations (N09BH), 805 Kidder Breese Street, SE,
Washington Navy Yard Washington, DC 20374-5060

Subj: USS GEORGE WASHINGTON (CVN 73) COMMAND HISTORY FOR CALENDAR YEAR 2001

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Command history for CY 2001
(2) GW award submissions for CY 2001
(3) Welcome aboard brochure
(4) News clips
(5) Commanding Officer's photo and biography
(6) Photo of GEORGE WASHINGTON off New York coast on 12 September
(7) Photos of F/A-18s flying over GEORGE WASHINGTON on 16 September
(8) Diskette

1. Per reference (a), enclosures (1) through (8) are submitted as command history for calendar year 2001.


W. J. MCCARTHY

**USS GEORGE WASHINGTON (CVN 73)
COMMAND HISTORY 2001**

COMMAND COMPOSITION AND ORGANIZATION

USS GEORGE WASHINGTON (CVN 73), sixth of the NIMITZ class nuclear-powered aircraft carriers, was commissioned on July 4, 1992 at Naval Station Norfolk, Virginia. Homeported in Norfolk, Va., GEORGE WASHINGTON is an asset of Commander, Naval Air Force, U.S. Atlantic Fleet. At the start of this year, GEORGE WASHINGTON was moored at Pier 12N at the Norfolk Naval Station in Norfolk, Va., prior to beginning a six-month Planned Incremental Availability (PIA) only four weeks after a post-deployment standdown period.

Captain William J. McCarthy was in command of *GW* at the beginning of the year. The ship serves as the flagship for Commander, Cruiser Destroyer Group TWO, commanded by Rear Admiral Gary Roughead until Rear Admiral Curtis Kemp relieved him on January 17.

Carrier Air Wing SEVENTEEN, commanded by Captain Rodger Welch, was the ship's main armament. The air wing provides the capability to conduct sustained offensive air operations against land, surface, and subsurface targets, and to defend the battle group in support of assigned missions.

There are 70 aircraft in Carrier Air Wing SEVENTEEN, including: the F-14B Tomcat fighter flown by the *Jolly Rogers* of VF-103; the F/A-18C Hornet strike fighter flown by the *Rampagers* of VFA-83, the *Blue Blasters* of VFA-34 and the *Sunliners* of VFA-81; the E-2C Hawkeye airborne early warning aircraft flown by the *Tigertails* of VAW-125; the S-3B Viking sea control aircraft flown by the *Diamondcutters* of VS-30; the EA-6B Prowler electronic attack aircraft flown by the *Scorpions* of VAQ-132; the HH-60/SH-60F helicopter flown by the *Red Lions* of HS-15; and the C-2A Greyhound carrier onboard delivery (COD) aircraft flown by the *Rawhides* of VRC-40.

USS GEORGE WASHINGTON (CVN 73) LEADERSHIP

CAPT William J. McCarthy	Commanding Officer
CAPT Kevin M. Donegan	Executive Officer
CAPT Michael D. Davis	Reactor Officer
CDR [REDACTED], CHC	CRMD
CDR [REDACTED]	Engineering
CDR [REDACTED]	Engineering
CDR [REDACTED]	Air
CDR [REDACTED]	Air
CDR [REDACTED], MC	Medical
CDR [REDACTED], MC	Medical
CAPT Patricia M. Garrity, DC	Dental
CDR [REDACTED], DC	Dental
CDR [REDACTED]	AIMD
CDR [REDACTED]	AIMD
CAPT Steven W. Wright	Navigator
CDR [REDACTED]	Navigator
CDR [REDACTED]	Weapons
CDR [REDACTED]	Weapons
CAPT(Sel) William A. Brown	Supply
CDR [REDACTED]	Supply
CAPT(Sel) Dana S. Dervay	Operations
CDR [REDACTED]	Operations
CDR [REDACTED]	Safety
CDR [REDACTED]	Safety
CDR [REDACTED]	Combat Systems
CDR [REDACTED]	Combat Systems
LCDR [REDACTED]	Administration
LCDR [REDACTED], JAGC	Legal
LCDR [REDACTED]	Deck
LCDR [REDACTED]	Training
LCDR [REDACTED]	Training
CMDCM(SW/AW) Dale I. Marteney	Command Master Chief
CMDCM(SW/SS/PJ) Michael I. McCalip	Command Master Chief

NARRATIVE

When 2001 began, *USS GEORGE WASHINGTON* (CVN 73) was moored at pier 12 at Naval Station Norfolk, Virginia. The ship had just returned from a six-month deployment on December 19, 2000 and was preparing for its next major evolution - a scheduled six-month Planned Incremental Availability.

On January 23, *GEORGE WASHINGTON* got underway for one week to transfer ordnance to the aircraft carrier *THEODORE ROOSEVELT* and fast combat support ship, *DETROIT*, while operating in the Virginia Capes. GW then made a stop in Mayport, Fl., on January 28 to pick up nearly 500 family members and friends for the 2001 Tiger Cruise. The three-day journey back to Norfolk was highlighted by a Super Bowl party in Hangar Bays ONE and TWO that MWR created to resemble a stadium atmosphere. It included three big-screen TVs, a food court with six food stations, contests, giveaways, and entertainment by the Jacksonville Jaguar cheerleaders and retired NFL running back Napoleon McCallum. About 1,000 people came to the hangar bay to sit in bleachers, watch the game on a big screen TV, and enjoy popcorn, hot dogs, and other culinary delights while cheering for their favorite team.

The ship returned to Norfolk on January 30 and continued preparations for the Planned Incremental Availability. GW was moved "deadstick" on February 13 - just four weeks after the post deployment standdown period - for a six-month PIA at Norfolk Naval Shipyard in Portsmouth, Va. The total depot level package of 192,000 man-days and \$100 million of scheduled work by outside activities was complemented by a ship's force package of 109,800 man-days of effort. The seamless integration of ship's force, shipyard, and contractor work is unparalleled to date and has set the benchmark for future CVN availabilities. The extraordinary leadership and integration efforts of the PIA Team ensured a highly successful availability - 3,400 ship's force and contractor jobs completed one week early and over \$9.2 million dollars under budget - a phenomenal feat and the "best ever" performance for a nuclear powered aircraft carrier!

The success of the PIA was testament to the comprehensive and detailed planning that had actually begun the previous year, immediately after the last maintenance availability. Building on the "Team One" concept, *GEORGE WASHINGTON* had its Maintenance Manager and a small team remain back with the NNSY Project Team during the deployment, forging the beginnings of an immensely successful working relationship. Upon return from deployment, *GEORGE WASHINGTON* spearheaded the innovative collocation of the NNSY Project Team aboard the ship by loading aboard stackable trailers and reconfiguring two weapons magazines for office spaces. This innovative concept put the ship's Maintenance Management Team in the same working spaces as the NNSY Project Team, building an esprit de corps and sense of teamwork that had never been achieved in previous aircraft carrier availabilities.

During the PIA, GW was chosen to be the test bed for the first ever fully electronic navigation and sensor system, NAVSSI. This system improved navigational accuracy and reliability with the addition of two GPS receivers and two Ring Laser Gyros, and fulfilled the CNO's goal of reducing manpower through technology. Upon completion of testing in 2002, the GWBG will be the first to deploy and operationally test the NAVSSI system for future use in the Navy.

The Engineering Department forged new territory during PIA by planning and orchestrating the installation of over 35,000 square feet of Stratica tile on the 2nd and 3rd deck at a cost of approximately \$1.4 million. This area included the forward and aft mess deck dining areas, CPO Mess, Wardroom 3, several berthing spaces, and all common passageways from frame 54 to frame

210. This new low maintenance, no wax decking material has resulted in significant reduction in Sailor workload and an increase in Sailor Quality of Life. This installation effort was the first attempt on such a large, heavily traveled area in a short time frame and proved to be highly successful.

Also busy with alterations during PIA was the Combat Systems Department, to include: completing space and equipment modifications to the Tactical Flag Command Center (TFCC), including a video wall upgrade; modernizing and reconfiguring GW's CVIC complex with enhanced capabilities to fully support intelligence, cryptologic and imagery exploitation missions; installing Battle Force Email 66 to provide basic internet protocol data transfer capability between Allied/NATO/Coalition afloat forces; and reconfiguring the ship's Communications Center which standardized GEORGE WASHINGTON to the CVN-68 class configuration and greatly improved equipment layout, watch station functionality, and communication center performance.

The Weapons Department completed over 165 ship's force jobs during the PIA, including the refurbishment of 44 magazines, 35 magazine sprinkler system, 9 weapons elevators, and 30 forklifts. In addition Weapons personnel assisted in the complete removal and re-installation of 2 weapons elevator hydraulic accumulator systems. During the yard period, Weapons trained and qualified over 400 Sailors on small arms at various shore-side ranges.

Admiral Frank Bowman, Director, Naval Nuclear Propulsion, toured ship's reactor spaces on June 8.

The ship departed NNSY on July 24 to return to Pier 11 at Naval Station Norfolk. Post PIA Sea Trials were conducted in the Virginia Capes operating area July 31-Aug 3, followed a week later by Flight Deck Certification conducted by CVW-17 and Training Command (TRACOM) and Fleet Replacement Squadron (FRS) Carrier Qualifications, while also operating in the VACAPES August 13-31.

On August 19, a distress call from the Coast Guard alerted GW to a medical situation occurring on the cruise ship *Zenith*, roughly 155 nautical miles away. A 71-year-old woman was experiencing chest pains that was believed to be a heart attack. Because *Zenith* was so far from land, the Coast Guard contacted the Navy for help. By 1110, the GW/CVW 17 rescue coordination team had assembled.

At 1210 Helicopter Antisubmarine Squadron FIFTEEN (HS 15) dispatched a SH-60F helicopter, piloted by the squadron's commanding officer. *Red Lion 615* was scheduled for a planeguard mission but instead carried a rescue team that included - in addition to the pilot, co-pilot and crew chief - the ship's Senior Medical Officer and a rescue swimmer.

An E-2C *Hawkeye* from *Airborne Early Warning Squadron ONE TWO ZERO* (VAW 120) "Greyhawks" was launched shortly after the helicopter to provide flight coordination services as the vital communications link between the carrier, the helicopter, and the cruise liner.

Only 50 minutes after launching *Red Lion 615*, the helicopter reached the cruise ship but there was no landing pad. The SAR swimmer had to be hoisted down with a medevac litter to the cruise ship's deck while the helo hovered above. As the SH-60 hovered 15 feet above *Zenith*, the SAR swimmer reached the deck and quickly secured the elderly patient into the medevac litter, which was hoisted up into the aircraft. Once aboard, the SMO determined the patient had an unstable heart rhythm that placed her at risk for another seizure. Severe thunderstorms with associated high winds impeded the helo's progress to a shore based medical facility. The decision was made to refuel *Red Lion 615* on GW. This allowed the medical staff to replenish the patient's supply of oxygen. Delayed for approximately 10 minutes while the ship cleared an intense cell with winds in excess of 70 knots, *Red Lion 615* completed the medevac to Norfolk General. At 1625, the crew arrived at

the medical facility, and the patient was turned over to the Norfolk General medical staff.

GW also hosted a number of visits during the August underway period, including Mr. Edward Greer (SES 3), Director, Atlantic Test Range, PAX River, who stayed for the day on August 14, and Dr. Kathryn Clark (SES 4), Chief Scientist for NASA Space Station, who spent August 15-17 on board. GW returned to homeport on August 31.

On September 10, just six weeks after returning from the shipyard, GW departed Pier 11 to conduct independent steaming operations off the coast of Virginia. The next day, GEORGE WASHINGTON would transition from post shipyard combat systems testing, to real world presence and defense operations.

The next day was September 11. Terrorists flew two hijacked jetliners into the World Trade Center Towers and another jetliner into the Pentagon. Within three hours after the attacks, GEORGE WASHINGTON embarked Commander SECOND Fleet and became the command ship for the East Coast Sector Commander in defense of the United States. Only an hour later, GW's Air Department transitioned from a training and maintenance mode to combat flight operations as they made a ready deck and began recovering fully armed aircraft from CVW-17 and KENNEDY's air wing, CVW-7, forming an effective and successful composite air wing.

While rapidly conducting day and night carrier qualifications, GW simultaneously assumed the critical command and control link picture for Operation NOBLE EAGLE, proving its C4I suite was operating flawlessly. Combat Systems Department provided connectivity and firepower to the Commander of the Northeast Air Defense Region for defense of the Continental United States. The department provided critical STU-3 and secure UHF communications, 30 NIPR and SIPR workstations, and immediate Video Teleconference capability to two embarked battle staffs.

As a sign of solidarity with the people of New York, GEORGE WASHINGTON steamed North to arrive just 3 miles off Coney Island Beach at dawn on September 12, providing a demonstration of military presence and peace of mind to an unnerved city and country.

GEORGE WASHINGTON's aircraft flew armed Combat Air Patrols, launching 234 sorties in support of Operation Noble Eagle, until relieved on 17 September in order to continue the inter-deployment training. As a result of the impressive around the clock flight operations and world class C4I connectivity, the 2nd Fleet Commander lauded GW's performance as "unrivaled for any ship, and unheard of accomplishment for a carrier only 6 weeks out of the yard." In addition, GEORGE WASHINGTON executed this intensive combat operation accident and incident free! Once again "Team 92" rose to the occasion in superb fighting form.

The GW intelligence organization, operating with less than 50% technical capability and 60% operational proficiency following a complex CVIC modification, provided flawless operational intelligence support to the 2nd Fleet Battle Staff and GW Battle Group Commander. Key precepts from the CVIC Cryptologic CONOPS for NOBLE EAGLE were adopted by 2nd Fleet as part of the Fleet OPTASK Intel series.

The ship returned to Norfolk on September 17 to a different climate. Increased security and force protection measures had created additional watch standing and training requirements. Threat conditions made travel to and from Naval Station Norfolk more time consuming as extra security checks were being conducted on vehicles entering the gates. Although security had always been a way of life, GEORGE WASHINGTON's force protection posture was significantly heightened in light of September 11.

On October 1, GW again got underway to conduct fleet carrier qualifications until October 12. During this at sea period, four reserve

corpsmen from New York City were on board for their two week ADT. Each had participated in heroic rescue efforts at the World Trade Center following the terrorist attacks on the twin towers. Three were New York City paramedics and the fourth was a podiatrist. One of the paramedics, HM2 [REDACTED], brought with him an American Flag which he had raised at the USS ARIZONA Memorial, then raised it at Ground Zero to present to GEORGE WASHINGTON when he reported for duty. A presentation ceremony was conducted on October 11, exactly one month following the attacks. The Flag is currently being kept safe until the time comes that GEORGE WASHINGTON deploys in combat; then it will be flown as the ship's Battle Flag.

GW was visited by the Honorable Alberto Mora, General Counsel, DON; the Honorable Steven Morello, General Counsel, DOA; the Honorable Paul Cobb, Jr., Deputy DOD General Counsel; and Rear Admiral Don Guter, JAGC, USN, who embarked October 4-5 for a general orientation tour and visit with the ship's JAG.

CVW-17 embarked GW to conduct CQ/Cyclic Ops and Tailored Ship's Training Availability I/II underway November 2-20. The Travel Channel embarked November 2-5 to produce a piece on "life on board a carrier at sea." GQ Magazine Germany followed on November 12-13 for a similar story. The Deputy Assistant Secretary of the Navy for Safety embarked November 12-13 for a tour of the ship and met with the Safety Officer.

Following a week in port to enjoy the Thanksgiving holiday, GEORGE WASHINGTON got underway again on November 29. Having been nominated as one of two finalists for the Fiscal Year 2001 Captain Edward F. Ney Memorial Award for excellence in General Mess Food Service, GW received a surprise Food Service inspection by the Naval Supply Systems Command Ney Evaluator on 3 December 2001. This final evaluation culminated months of ship-wide teamwork that helped the GW S-2 division create an outstanding General Mess. Additionally, a Type Commander Supply Management Assist Team visit conducted a final evaluation of GEORGE WASHINGTON's Chief Petty Officer's Mess for the calendar year 2001 Carl Scheufele Award for the best CPO Mess from 2-4 December 2001. That evaluation confirmed the superiority of GEORGE WASHINGTON's CPO Mess for excellence in Food Service and mess operations.

On December 8, GW began a weapons onload with the USNS MOUNT BAKER, which involved months of planning for the handling and stowage of over 1,400 lifts of ordnance. The onload was executed over a 3 day period and was completed one day ahead of schedule. On 10 and 11 December, GW completed the onload by transferring approximately 250 lifts from USS ENTERPRISE. On December 16, Reactor Department successfully completed the Operational Reactor Safeguards Examination (ORSE) following an intensive period of re-establishing operational proficiency following the extended shutdown period of PIA. The Department completed over 500 drills, achieving a level of operational safety and proficiency befitting a ship returning from a full deployment.

GW returned to Pier 12S on December 17 and the crew immediately commenced the first Holiday Leave period, ringing in 2002 in homeport.

2001 highlights

- Awarded the 2000 Battenberg Cup for being the "best ship in the fleet".
- Awarded the 2000 Navy "E" Ribbon.
- Awarded the 2000 Admiral Flatley Award for aviation safety.

- Awarded the CNO 2001 Environmental Award, Large Ship Category.
- Awarded 2000 Commander, Naval Air Force, U.S. Atlantic Fleet Departmental Battle Efficiency Awards: AIMD (Black E), Air (Yellow E), Combat Systems (Green CS), Damage Control (Red DC), Deck (White Crossed Anchors with Black D), Medical (Blue M), Navigation (White Ship's Wheel), Operations (Green E), Supply (Blue E), Weapons (Black W).
- Awarded the Gold Medal during the 2001 East Coast CV/CVN Crash and Salvage Olympics.
- CNO nominee for the 2001 "Project Good Neighbor" annual Flagship award competition. Selected by NAVREGMIDLANT as winner for both afloat and shore commands. Over 440 GW Sailors volunteered 5100 man-hours of community service.
- Received Outstanding on CINCLANTFLT Postal Inspection, scoring 247 out of 250 points.
- Runner up for the FY01 Captain Edward F. Ney Memorial Award.
- Awarded the 2001 Carl Scheufele Award for Best Chief Petty Officers' Mess.
- Awarded the 2001 Ship Store Sales and Service Excellence Award.
- Safely navigated 22,980 nautical miles.
- Total of 87 days underway.
- 5,075 mishap-free launch and recoveries, 51,346 aircraft moves, 207 mishap-free crash and salvage responses.
- Committed to personal growth and excellence, GEORGE WASHINGTON continues to strive with a highly successful PACE program. Over 500 students successfully completed traditional instructor led college courses, another 170 completed Academic Skills courses, 67 completed computer based college courses and 6 earned GED's during PIA and work-ups.
- The "Team 90" (CVN-73, CVW-17) mindset, which was developed with Carrier Air Wing SEVENTEEN during the 2000 deployment, proved to be a concrete foundation for the construction of a new "Team 92" (CVN-73, CVW-17, CCDG-2) during 2001.

2001 CHRONOLOGY

January

- 17 Change of command ceremony for Commander, Cruiser Destroyer Group TWO/George Washington Battle Group
- 23 GW underway to conduct a 4 day post-deployment ammunition offload to TR and Detroit
- 28 Tiger Cruise and Super Bowl Party
- 30 Return to Norfolk

February

13 GW moves from Norfolk Naval Station to Norfolk Naval Shipyard

March

April

2 VADM Joseph Mobley, Commander, Naval Air Force U.S. Atlantic Fleet, presents Navy "E" to GW in a ceremony in Hangar Bay Three
13 GW announced as the winner of the Admiral Flatley Award for aviation safety for CY 2000

May

June

7 GW announced as the winner of the 2000 Battenberg Cup Award for being the "best ship in the fleet."
8 ADM Frank Bowman, Director, Naval Nuclear Propulsion, tours ship's reactor spaces.

July

9 Begin CSPAT Testing (Post PIA). 3591 tests conducted. Total ship's repair parts expenditure was \$389,654.50. CS9's 2M program saved the ship \$14,516.20 through onboard 2M repairs.
26 Departed Norfolk Naval Shipyard, Portsmouth for Naval Station Norfolk Pier 11.
31 Depart Pier 11 to begin sea trials.

August

3 Return from sea trials to Pier 11.
10 Ocean Breeze Summer Whoo-Yah! Command party at Ocean Breeze Park.
13-31 Depart Pier 11 to commence three week at sea period. CVW-17 conducted flight deck certification, followed by TRACOM and FRS CQs.

September

6 2000 Battenberg Cup and Admiral James H. Flatley Memorial Award Presentation aboard GW. Battenberg Cup presented by Admiral Robert J. Natter, CINCLANTFLT. Flatley Award presented by RADM James H. Flatley III, son of the award's namesake, and his daughter. Also in attendance were RADM Malone, COMNAVAIRLANT, and RADM Kemp, GWBATGRU/CCDG2.
10 GW departs Pier 11 to begin 4-day ISE period.
10 Conducted Burial At Sea Service for Aviation Boatswain's Mate First Class Francis Rouelle.
11 While GW is conducting ISE in VACAPES, at approximately 0850 two commercial jetliners crashed into the twin towers of the World Trade Center, one at a time, followed by a second jetliner crash into the Pentagon, later determined to be terrorist attacks. GW is dispatched to the coast of New York City to provide coastal and air defense. GW is joined by C2F, VADM J. Cutler Dawson; CCDG2, RADM Curtis Kemp (arrived 14 Sep); C2F and CCDG2 staff; CAPT Rodger Welch, CAG-17; and four squadrons assigned to JFK air wing (CVW-7) plus portions of CVW-17. "GEORGE WASHINGTON stood ready with eight armed, combat-ready

Hornets, four Vikings and two Hawkeyes in support of national tasking following the terrorist attacks on the Pentagon and World Trade Center." (Msg from JFKBATGRU to GW dtd 170312Z SEP 01).

- 12 GW arrives off coast of New York and steams 3-4 miles off shore to provide a visible stabilizing presence for the citizens of New York. (Photo enclosed)
- 16 Composite air wing flies off in preparation of GW return to Norfolk. Eight *Hornets* performed a diamond formation fly over the ship as crewmembers watched from the flight deck. (Photo enclosed)
- 17 GW leaves New York and arrives Pier 11 at Naval Station Norfolk.

October

- 01 Underway to conduct fleet carrier qualifications.
- 11 Presentation of U.S. Flag by New York City Paramedic/USNR Corpsman. Recognized two other New York City Paramedics and one doctor (podiatrist), also USNR Corpsman, all on board for two weeks ADT.
- 12 Return to Norfolk.

November

- 02 Underway to conduct TSTA I/II; CQ/Cyclic Ops with CVW-17
- 02 Travel Channel walked-on for visit at sea.
- 12 GQ Magazine Germany embarked for RO1N.
- 20 Return to Norfolk.
- 29 Underway to conduct ORSE and Ammo Onload with USNS MOUNT BAKER and USS ENTERPRISE.

December

- 16 Operational Reactor Safeguards Examination (ORSE) successfully completed. Following the extended shutdown period of the 2001 PIA, the department completed over 500 drills, achieving a level of operational safety and proficiency befitting a ship returning from a full deployment.
- 17 Return to Norfolk. First holiday leave period begins.