



DEPARTMENT OF THE NAVY

USS HARRY S. TRUMAN (CVN 75)

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From: Commanding Officer, USS HARRY S. TRUMAN (CVN 75)

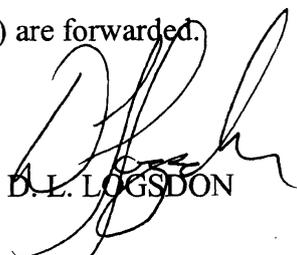
To: Director of Naval History (OP-09BH)

Subj: 1999 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12G

- Encl:
- (1) Ship's Mission and Organizational Structure
 - (2) Historical Narrative
 - (3) Ship's Chronology
 - (4) Departmental Command History
 - (5) Welcome Aboard Books
 - (6) Commanding Officer's Biography and Photograph
 - (7) Executive Officer's Biography and Photograph
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 - (9) Change of Command 5060
 - (10) Change of Command brochure and picture
 - (11) Retirement 5050 ICO ETCM Butch Carbo
 - (12) Distance Learning Center Grand Opening 5050
 - (13) "Buck Stops Here Award" ceremony 5050
 - (14) Under Secretary of the Navy visit 5050
 - (15) *GIVE 'EM HELL HERALD*, Thursday, December 9, 1999
 - (16) Congressman Wamp, Congressman Simpson, The Honorable Jeh C. Johnson and Mrs. Greta Van Susteren visit 5050
 - (17) Congressman Wamp, Congressman Simpson, The Honorable Jeh C. Johnson and Mrs. Greta Van Susteren distinguished visitor photo book
 - (18) Congressman Jim Gibbons, R. NV, visit 5050
 - (19) CAPSTONE distinguished visitor photo book
 - (20) OLA Staff visit distinguished visitor photo book
 - (21) 5050 for Sept 30 - Oct 3, 99 Halifax, Nova Scotia, Canada port visit
 - (22) 1999 Admiral Flatley Award Nomination package

1. Per reference (a), enclosures (1) through (22) are forwarded.


D. L. LOGSDON

USS HARRY S. TRUMAN (CVN 75) Mission

“To project power anywhere in the world by conducting sustained combat air operations safely and efficiently while supporting embarked units.”

1999 was a momentous and busy year for the USS HARRY S. TRUMAN (CVN-75). In her first full year of active-duty service, the TRUMAN made a name for itself amongst the fleet by being the best aircraft carrier afloat. Responsive, flexible, forthright and efficient, the TRUMAN Team is a true credit to our namesake.

The largest and most technologically advanced NIMITZ-class aircraft carrier ever built, the TRUMAN epitomizes the Navy's core values of Honor, Courage and Commitment. Possessing unquestionable integrity and the competence and moral courage to do what is right, the TRUMAN has successfully completed every underway endeavor earning the trust and confidence of every fleet unit it's worked with. Without sacrificing a measure of combat effectiveness, the TRUMAN has honored the Navy's commitment to improving the quality of life for all of its Sailors by setting the standard for food service – winning the Ney food service award in only its first year in existence and the Blue Habitability 'H'. Other measures taken by TRUMAN to improve the quality of life of all her Sailors are the upgrade and further installation of a common LAN improving the connectivity of the crew, and the refinement of our recreation and exercise environment.

TRUMAN's mission is to not only be a ready combatant naval vessel capable of sustained air operations offshore while supporting embarked units, but to also become a national asset protecting American interests and preserving the peace. During the commissioning ceremony for TRUMAN, President Bill Clinton spoke volumes to the importance of her by stating: "When word of a crisis breaks out in Washington, it's no accident that the first question that comes to everyone's lips is, 'Where is the nearest carrier?'" – the USS HARRY S. TRUMAN and her battle group will be ready to answer that call.

The strategic importance of the aircraft carrier has been reaffirmed time and again over the last 50 years. Flexible, responsive, impressive and representing a powerful reminder of our nation's resolve and ideals, the TRUMAN is the latest in a line of ships which represent the most tangible evidence of the United States' commitment to global peace and security.

With extreme dedication, professionalism, hard work and readiness to tackle any challenge, the officers and crew of the USS HARRY S. TRUMAN ensure that the ship is ready to meet any future challenge.

USS HARRY S. TRUMAN's immediate senior commander is:

- a. Administrative: Commander, Naval Air Force, U. S. Atlantic Fleet
- b. Operational: Commander, Carrier Group TWO

Enclosure (1)

USS HARRY S. TRUMAN (CVN 75) Organizational Structure

Commanding Officer	CAPT Thomas G. Otterbein (Jan-Nov) CAPT David L. Logsdon (Nov-Dec)
Executive Officer	CAPT Johnny L. Green
Command Master Chief	MMCM(SW) Wilmer L. Carbo, Jr. (Jan-Nov) BTCM(SW/AW) Michael P. Driscoll (Nov-Dec)
Administrative Officer	LCDR [REDACTED]
Aircraft Intermediate Maintenance Officer	CDR [REDACTED]
Air Officer	CDR [REDACTED] (Jan-Mar) CDR [REDACTED] (Mar-Dec)
Chief Engineer	CDR [REDACTED]
Command Chaplain	CAPT Roy L. Bebee (Jan-May) CDR [REDACTED] (May-Dec)
Command Judge Advocate	LCDR [REDACTED]
Combat Systems Department	LCDR [REDACTED] (Jan-Mar) CDR [REDACTED] (Mar-Dec)
Dental Officer	CDR [REDACTED] (Jan-Jul) CDR [REDACTED] (Jul-Dec)
First Lieutenant	LCDR [REDACTED]
Medical Officer	CDR [REDACTED]
Navigation Officer	CDR [REDACTED]
Operations Officer	CDR [REDACTED] (Jan-Jul) CDR [REDACTED] (Jul-Dec)
Public Affairs Officer	LT [REDACTED]
Reactor Officer	CAPT Andrew J. Pitts (Jan-Jul) CAPT Arthur S. Mobley (Jul-Dec)
Supply Officer	CDR [REDACTED] (Jan-Feb) CDR [REDACTED] (Feb-Dec)
Training Officer	CDR [REDACTED] (Jan-Apr) LCDR [REDACTED] (Apr-Dec)
Weapons Officer	CDR [REDACTED]

Enclosure (1)

USS HARRY S. TRUMAN (CVN 75) Narrative

It has been a spectacular second year of existence for the USS HARRY S. TRUMAN (CVN 75). From winning the Ney Award for aircraft carrier food service excellence, to capturing the Norfolk Naval Base Sports Award, to sweeping the Ogden Award for flight deck crash and salvage teams, the TRUMAN has consistently excelled in every endeavor.

The first three months – minus a few underways – were spent in upkeep on the ship and preparing it for our Post-Shakedown Availability at Newport News Shipbuilding. During the March underway, TRUMAN hosted the F/A-18 E/F program testing team for carrier suitability tests on the new Super Hornet. In conjunction with this effort, TRUMAN hosted several distinguished visitors to view these momentous events and national media to publicize the successful trials nationally.

Immediately following the mid-March underway, TRUMAN embarked over 1500 Tigers for a two-day cruise and air-power demonstration for our family and friends. During this underway, our Friends and Family were treated to our Ney Award-winning food, entertainment and shows in the hangar bay, and video game tournaments for the children.

On March 22, 1999, TRUMAN docked at Newport News Shipbuilding and Drydock Company to offload our Tigers and begin our availability. During this availability, several space modifications, improvements and refitting were done throughout the ship. In order to accomplish this huge undertaking, a Technical Information Center (TIC) Shack was stood up in the hangar bay to initiate, review, and clear shipyard and ship's force job requests and orders. In just 5 months, TRUMAN completed its major retrofit and upgrade and once again returned to the fleet for sea trials and acceptance inspections.

TRUMAN kept busy the remainder of the year with fleet and training command carrier qualifications and preparing for our first deployment in November 2000. Highlights of the year include an ordered sortie to avoid a hurricane bearing down on the Hampton Roads area, a port visit to Halifax and our first ever change of command.

During the Halifax port visit, TRUMAN participated in several philanthropic projects and community relations events. The city of Halifax and the Canadian Navy welcomed TRUMAN with open arms and made for a great port visit for the entire crew. To reciprocate, TRUMAN hosted over 1,000 visitors for public tours and an evening reception.

In a bittersweet moment for the officers and crew of TRUMAN, we bid farewell to our first commanding officer, CAPT Tom Otterbein, and welcomed CAPT Dave Logsdon. CAPT Logsdon will be the first TRUMAN Commanding Officer to take the Navy's newest warship on deployment.

1999 was a great year for TRUMAN and her crew. In style and performance that would make our namesake proud, TRUMAN shined in every endeavor embarked upon. Lauded by every organization we've worked with, TRUMAN is setting a standard for the fleet for both training and operations. Our solid foundation was set in 1999 and our reputation begun as the finest aircraft carrier in the fleet. TRUMAN looks forward to a great 2000 and our first deployment.

Enclosure (2)

USS HARRY S. TRUMAN (CVN-75) 1999 SCHEDULE

01JAN – 26JAN	INPORT NORFOLK, VA
27JAN – 01FEB	FRS/FLEET CARRIER QUALIFICATIONS
02FEB – 02MAR	INPORT UPKEEP, NORFOLK, VA
03MAR – 17MAR	F/A-18E/F CNO PROJECT TESTING & FLEET CARRIER QUALS
18MAR – 19MAR	INPORT UPKEEP, NORFOLK, VA
20MAR – 22MAR	TIGER CRUISE, VACAPES
22MAR – 17AUG	POST-SHAKEDOWN AVAILABILITY, NEWPORT NEWS, VA
18AUG – 19AUG	SEA TRIALS
20AUG – 24AUG	INPORT UPKEEP, NORFOLK, VA
25AUG – 02SEP	FLIGHT DECK CERTIFICATION
03SEP – 14SEP	INPORT UPKEEP, NORFOLK, VA
15SEP – 18SEP	HURRIVAC FOR HURRICANE FLOYD
19SEP – 20SEP	INPORT UPKEEP, NORFOLK, VA
21SEP – 29SEP	FRS/FLEET CARRIER QUALS
30SEP – 03OCT	PORT VISIT HALIFAX, NOVA SCOTIA
04OCT – 06OCT	GROUP SAIL TO NORFOLK, VA
07OCT – 25OCT	INPORT UPKEEP NORFOLK, VA
26OCT – 03NOV	FRS/FLEET/CNATRA CARRIER QUALS
04NOV – 02DEC	INPORT UPKEEP NORFOLK, VA
19NOV	CHANGE OF COMMAND

USS HARRY S. TRUMAN (CVN-75) 1999 SCHEDULE (CONT)

03DEC – 14DEC FRS/FLEET/CNATRA CARRIER QUALS

15DEC – 31DEC INPORT NORFOLK, VA

1999 Command History by Department

ADMINISTRATIVE DEPARTMENT

The Administrative Department is comprised of 6 divisions: Captain's Office, Executive Officer's Office, Personnel Office, Educational Services Office, Public Affairs Office, Security Division and the Morale, Welfare, and Recreation. Each division has a unique function within the department, but all divisions are dedicated to providing the best possible customer service to the crew and family members of USS HARRY S. TRUMAN (CVN 75).

The ship's Consolidated Personnel Office, comprised of the Personnel Office and the Educational Services Office, provides a wide range of personnel services for the crew. From January through December 1999, the Consolidated Personnel Office performed several functions to support both the personnel assigned as ship's company and personnel assigned on a temporary basis to support the ship's underway and inport requirements. 20 personnelmen and two career counselors who perform a myriad of personnel administrative functions man the office. These include the reception and processing of the enlisted personnel reporting on board for duty, the production of military identification cards, the processing of transfers and separations, the command's advancement and educational program, and administering of the command's Reserve Program.

The processing of enlisted personnel starts with the receipt of transfer orders from the Bureau of Naval Personnel. After reporting, the member is checked into the command and their service record is verified and annotated with their arrival information. The process concludes with the liquidation of travel claims and subsequent release of the member to their respective department. The Captain's Office provides the same service for officers ordered to the command.

As members of the Uniformed Services, Sailors maintain in their possession a Military Identification Card. In support of this requirement the Personnel Office issued over 900 Active Duty Identification Cards.

During the reporting period the Consolidated Personnel Officer processed 222 enlisted and 26 officer personnel for transfer to follow-on assignments within the Navy. Based on the type of duty to which the member was transferred, each went through various stages of screening for transfer, and in cases of overseas or isolated duty assignments, their family members were screened as well. Screening ensures members are qualified in accordance with current directives. While not all inclusive, some of the areas screened were military bearing, performance evaluations, health and fitness, and several areas relating to the member's performance in personal affairs.

One hundred sixty-three enlisted and 10 officers separated from active duty for varying reasons. Separations included closing out the member's service record after determining the character of the member's service upon discharge. Members first were screened to determine the authority for discharge then, based on the discharge authority and fitness or evaluation reports, members were issued separation documents characterizing the nature of their service. This is an important step in determining future eligibility for available programs, and potential re-induction to Naval or other service. Members were also medically screened at this time. After discharge, members were provided transportation to their home-of-record or other intermediate destinations of their own choice.

As a commissioned ship, TRUMAN is authorized to meritoriously promote enlisted personnel via the Navy's Command Advancement Program. The Educational Services Office

administers the program and in March 1999 CAPT Otterbein promoted eighteen Sailors to the next higher paygrade and CAPT Logsdon promoted eighteen Sailors during December 1999, completing the year's Command Advancement Program process. In addition to the Command Advancement Program, the Educational Services Office administers all enlisted promotion examinations and enlisted to officer commissioning programs. In January 1999, 270 advancements for Chief Petty Officer were administered. In July 1999 after an extremely demanding screening board process, 34 TRUMAN Sailors were selected for advancement to Chief Petty Officer. In March and September 1999, we administered over 2000 enlisted advancement examinations for paygrades E4-E6 and when the results were received in June and December 1999, respectively, over 600 enlisted personnel had been selected for advancement. During this period, 19 enlisted personnel were selected for various commissioning programs.

During May 1999, TRUMAN Educational Services Office (ESO) achieved two major milestones. The first Program for Afloat College Education (PACE) courses were started. Since the ship was in Post-Shakedown Availability in Newport News Shipyard, the PACE courses were conducted in Building 608; TRUMAN Sailors' former "home" while the ship was under construction.

Also during this time, ESO, with the help of Combat Systems Department, ORACLE Corporation, and the Missouri Commissioning Committee opened the ship's Distance Learning Center (DLC). The DLC is the prototype carrier learning center where Sailors can use computers and video teleconferencing for higher education. Once the ship's Challenge Athena Satellite Communications System is fully functional, Sailors will have the ability to take college courses from stateside locations while deployed. A major quality of life improvement.

Captain's Office/Executive Officer's Admin. As the corner stone for all official correspondence, awards, mail, fitness reports and officer pay and personnel issues, these two offices have become the foundation for the administrative needs of the ship. With the evolution of the ship, we have seen the first big wave of plankowners depart TRUMAN. From January 1999 to December 1999 the Captain's Office transferred 57 officers, gained 62 officers, separated 10 officers, and retired 9 officers. Additionally, we are responsible for processing all personal command awards and awards going to higher authority for approval. The Executive Officer's Admin Office expeditiously processed over 450 command awards and 306 awards that were forwarded to Commander, Carrier Group TWO for approval. Both offices superbly melded together to take care of all administrative requirements for TRUMAN's first Change of Command held on 19 November 1999. It was a challenge that the entire Administrative Department took head on and was rewarded by an outstanding event that was second to none.

Public Affairs - Communicating to internal audiences, whether it is between crewmembers, family members or members within the Navy has been instrumental in the successful completion of HARRY S. TRUMAN's mission. By maximizing the utility and creativity of the PAO shop, TRUMAN's internal information systems and products have been well documented. This documentation has been highlighted by special feature reports in various media, including the lead feature story on The Learning Channel's television broadcast **Big Stuff: SEA**. MEN's FITNESS magazine published a feature article as did several small-town newspapers featuring

Sailors in their hometown. **Birth of a Carrier: USS Harry S. Truman** debuted in the Fall on the Discovery Channel plus scores of regional and local broadcast affiliate features. This success has also been well documented by the Navy in the form of print releases and a special broadcast on Navy Marine Corps News. Additionally, TRUMAN and one of her Sailors were prominently featured in a new Navy recruiting commercial that airs nationally.

TRUMAN also became the forerunner and standard setter for Distinguished Visitor embarks. HST's embark program was lauded several times by outside agencies as the best they've ever experienced. In 1999 TRUMAN embarked over 150 Distinguished Visitors including 3 Congressman, Greta Van Sestrin of CNN, several Super Hornet media groups, NASA space station executives, several Fortune 500 CEO's and The Undersecretary of the Navy.

PAO Traditional Internal Information Programs - During underway periods, the public affairs team operated all day, every day. The ship's newspaper is published daily, as well as other high-quality internal information products.

PAO Shipboard Information, Training and Entertainment (SITE) Television - Four channels on SITE TV were broadcast simultaneously while underway. Program material consists of about 40 hours per week of American Forces Radio and Television Service (AFRTS) weekly programming, Navy Motion Picture Service feature movies, AFRTS Duplicating Facility (DUPFAC) material, AFRTS Television Tape Library (TTL) movies, live studio productions, and GMT training films. During underway periods, crewmembers had up to five channels of viewing and two channels of live radio broadcasts from which they could choose.

Additionally, while underway and in the satellite footprint, those viewing could usually tune into CNN and MTV - live via satellite. Special television broadcasts included an in-house airing of the commissioning ceremony for those not involved, the Super Bowl, and several key college football games. Also, thanks to live AFRTS radio broadcasts, the crew enjoyed live audio coverage of NFL and college football and other news and feature broadcasts. These broadcasts provided significant crew entertainment and, coupled with regular review of their favorite sports home page on the WWW, crewmembers were able to stay current with news and sports - as it was happening.

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

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

a). "Big Bucks Bingo" - In an effort to provide entertainment while bolstering support for the ship's MWR fund, the ship routinely televised "Big Bucks Bingo," each show hosted by a different department.

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

c). Training Videos - Working in conjunction with the ship's Safety, Training and Reactor departments, several safety, GMT and RADCON safety productions were written, edited and played in support of command programs.

PAO Radio - The crew enjoyed shipboard radio via one live programming via satellite (AFSTRS). More than 2000 hours of programming were available on radios located throughout the ship. Two radio channels were piped into the SITE TV system as audio track accompanying "Bulletin Board" information further extending the listener audience.

PAO "Give-em Hell Herald" Newspaper - Published daily at-sea, the ship's paper normally features one main, local story written by staff or departmental representatives, TRUMAN information, international/stateside news and sports from wire services; and standard features highlighting Sailors. HARRY S. TRUMAN published more than 600 copies daily, increasing the number two-fold when an air wing embarked.

HARRY S. TRUMAN "Home Port" Family Gram - "Home Port", HARRY S. TRUMAN's family-gram, was published every other month to keep families informed of their Sailor's and the ship's activities. About 2,500 copies per release were mailed to crew member's next of kin.

PAO Port Guides - PAO published 2,000 informative port guides prior to each port visit. These guides were distributed to each department, embarked staff and squadron. More were made available on the Quarterdeck for the liberty parties. Typically, these guides include information on culture, laws, recreation opportunities, liberty policy and other subjects that contribute to successful port visits.

PAO Press Releases - The Public Affairs team ensured TRUMAN was continually and positively represented in internal and external media. All Hands magazine featured stories with photographs on TRUMAN Sailors and events. The Navy Wire Service -- a daily Chief of Naval Information e-mail service to public affairs offices, base newspapers and commercial media -- also ran stories on TRUMAN Sailors. Still evolving, the press release program has resulted in articles being printed in base newspapers on the East Coast, and is generating significant Navy-wide attention.

Ship's Homepage - Combat Systems personnel working closely with personnel from the Public Affairs division maintain an Internet homepage for the ship.

The official Internet homepage for USS HARRY S. TRUMAN (CVN 75) is located at <http://www.navy.mil/hompages/cvn75/>. The network server which holds the files and controls the Internet address for the web site is physically located and maintained by Naval Computer and Telecommunications Station, Pensacola, Florida. The primary Webmaster for the homepage in 1999 was shared between FCCS (SW) [REDACTED] from the Combat Systems Department and JO1(SW) [REDACTED] the PAO LPO. The site contains over 50 pages of information and pictures relating to the ship. In accordance with current directives, the web site is registered with the Government Information Locator Service (GILS) through DefenseLINK at <http://www.defenselink.mil/>. The ship's homepage registration number is 001393. The web site

complies with all directives and policy as stipulated in DEPSECDEF memorandum entitled, "Web Site Administration Policies and Procedures", dated November 25, 1998.

The web site contains information directed toward both prospective and current crewmembers as well as their families, but is also of interest to the general public. Specific pages are dedicated to new crew member information, local area information, points of contact within the command, Ombudsmen contacts, ship's and airwing statistics, official press releases, the command newsletter and biographical data on the Commanding Officer, Executive Officer and Command Master Chief, and of course, President Harry S. Truman. A photo gallery is also maintained on the site that includes over 100 photographs of the ship and crew during ship's construction, builder's trials, commissioning day activities, and at-sea operations. New photos are periodically added and provide all visitors with a taste of life aboard an aircraft carrier. External hyperlinks from the TRUMAN web site include Missouri's USS Harry S. Truman Commissioning Committee web page, located at <http://www.examiner.net/ussharrytruman/>, Hampton Roads tourist and visitor information, located at <http://data.pilotonline.com/webguide/category.cfm?category=Tourism>, and community interest data, located at <http://www.pilotonline.com/community/hrlinks.html>.

Security Division - TRUMAN Security is composed of 22 rated Master-at-Arms, and 30 designated personnel from ship's company and air wing assigned on a TAD basis, specifically organized, trained, and equipped to provide force protection, physical security, and law enforcement under the authority of the Commanding Officer. Some duties of the security force involve matters of force protection/anti-terrorism, investigations, interrogations, apprehensions, crime prevention, preservation of crime scenes and evidence, enforcement of appropriate orders and regulations, beach guard duty, physical security, crowd control, confrontation situations, and brig operations.

TRUMAN Security functions fall into four general categories: 1) Provide force protection, e.g., deter and detect terrorism and criminal activity; 2) Prevent/deter theft and other losses caused by fire damage, accident, trespass, sabotage, espionage, etc.; 3) Protect life and property; 4) Enforce rules, regulations, and statutes.

The security division is organized into three basic branches: Corrections, Operations, and Investigations. The Corrections branch is responsible to the Brig Officer for the safe and efficient operation of the brig, and the care of prisoners incarcerated. The Operations branch is responsible for all patrol functions. The Investigations branch will investigate all cases not under the jurisdiction of NCIS, and will maintain effective liaison with the local NCIS agent on all investigative matters.

In September, Ensign [REDACTED] relieved Lieutenant [REDACTED] as Security Officer, and MACS(SW) [REDACTED] relieved MACS [REDACTED] as Chief Master-at-Arms in May 1999.

Security Division assumed responsibility for the manning, organizing and training of the Ship's Self-Defense Force (SSDF). Additionally, an Investigations Office was stood-up to investigate minor crimes committed on board, and other crimes not assumed by NCIS. Two rated Master-at-Arms were assigned to this office and have successfully investigated/solved over 400 reported crimes, to include two arson cases, a 12-person drug ring case, over 70 positive urinalysis cases, numerous fraud cases and several theft of Government property cases.

The urinalysis program was completely revamped, to include the total re-write of the Command urinalysis instruction. The positive results were immediate, allowing for the collection of over 3000 samples with "zero" discrepancies and the identification of over 70 drug users.

Efforts began in September 1999 to certify the ship's brig for the first time. The physical plant was completely rehabilitated and Command brig instruction was written. CINCLANTFLT Corrections Program Manager completed a cursory inspection of the brig in November 1999 in an effort to facilitate the full certification of the brig in April 2000.

Morale, Welfare, and Recreation Division - The Morale, Welfare, and Recreation (MWR) Division on board HARRY S. TRUMAN has been actively involved over the last year in promoting low-cost, fun-filled recreational activities for the entire crew, embarked staff and airwing personnel. During the PSA yard period in FY99, MWR sponsored a command picnic at NAB Little Creek and a family day at Busch-Gardens. The crew enjoyed a highly successful port visit to Halifax, Nova Scotia early in October. Some of the activities and tours that were available were stock car racing at Scotia World Speedway, Sea Kayaking, Golfing, Billiards, Peggy's Cove Sightseeing Tour, and a Cowboy Adventure with horseback riding. At the end of October, MWR also sponsored a Spook Alley contest for Halloween while underway. Medical and AIMD departments tied for first place.

Over 1200 of the crew and family members participated in the command Holiday Party in December. There was great food and entertainment. Everyone had a great time. Continuing in the festive mood through January, the crew enjoyed an MWR-sponsored Superbowl 2000 party on Hangar Bay 2. MWR provided a half-time show with autographed memorabilia as prizes, and the support staff for the food and beverage booths set up by S2. The TRUMAN knows how to party.

In addition to the favorite Saturday Night ritual underway, Big Bucks Bingo, MWR has sponsored a spades tournament and athletic competitions. The crew has also enjoyed a great selection of blockbuster videos, games and some new aerobic equipment in the gymnasiums.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

HARRY S. TRUMAN's AIMD continued to expand and refine repair capabilities during 1999. This year the department reached numerous milestones in maintenance support in preparation for deployment. Below is a list of significant events and performance figures accomplished by AIMD during the year.

Calendar Year 1999 Averages for AIMD:

AIMD Repair Rate	96.1%
Controllable RFI Rate	97.8%
Avg. TAT	27.1 days
Avg. Repair Cycle	10.7 days
Avg. Repairable Items Processed	236
Avg. BCM Items Processed	9.1
Avg. Items Processed	960.5
Total Items Processed	11,527
Avg. Man Hours Expended per month	3,338.0

Total Man Hours Expended 40,055.8

Production Control Division (IM-1) - Transitioned from Enhanced Comprehensive Asset Management System (ECAMS) to Similar to Automated Maintenance Environment (SAME)

Processed 7511 IMRL Transaction Reports

Processed 311 IMRL Temp Loans

Transferred 504 IMRL items

Total assets on hand: 14, 863

Total Line Items: 5, 358

Tailored to Zero: 867

Line Items Authorized: 4, 491

Total Assets authorized under 4,491 lines: 10, 107

Total Assets authorized on hand: 9, 264

Percentage of IMRL On board: 91%

Other highlights include:

- Completed three consecutive quarterly AIRCOMP's with 100% Accuracy.
- Processed 32 IMUTS II transactions through Defense Reutilization Management System saving the command \$442,573.35 dollars purchasing cost.
- Ordered 1,898 Direct Support items (8A) series (Admin Support/Consumables)
- Ordered 120 Open Purchase requisitions (T) series
- Ordered 1,942 Indirect Support items (DT) series (Shop Support NON-MAF Related)
- Ordered 300 EMRM requisitions (8000) series
- Initiated 27 Broad Arrow Messages
- Ordered 522 Tool Requisitions (DT) series
- Ordered 12 Tool Boxes to support 4 work centers 630, 670, 400, 900
- Processed 1,886 repairables through DCU/AMSU.
- Researched and verified 30,828 ICRL items.

Quality Assurance (IM-1) - Month-by-month highlights include:

January - Coordinated and conducted a safety stand-down for all department personnel.

February - COMNAVAIRLANT Aviation Maintenance Management Team (AMMT) conducts Assist Visit, all programs noted as to be on track and progressing well above expectations.

March - AMS QAR certified to conduct AVGFE on F-14 Drop Tanks.

May - AT QAR qualified as 2M Micro-mini.

June - Began validation on over 11,000 departmental publications.

August - NDI program stood up.

September - COMNAVAIRLANT AMMT conducts second Assist Visit, all programs inspected were noted as well ahead of schedule and on track.

October - Completed departmental inventory of all classified material and initiated proper storage for classified material in each work center requiring such.

November - Performed AVGFE on first F-14 Drop Tank. Reduced CTPL from over 2100 publications down to 155.

December - Processed first CAT 1 QDR and Engineering Investigation reports. Coordinated and conducted safety stand-down for departmental personnel.

End of Year Totals: Qualified 26 Collateral Duty Inspectors, performed 108 work center audits and 28 program audits, administered exams to 410 AIMD, 207 Air Dept and 142 Weapons Dept personnel.

General Maintenance Division (IM-2) - Month-by-month highlights include:

January - Assembled all engine rails in the Jet Shop. Removed, repaired and replaced outer bypass duct on a TF34-GE-400B engine. Issued a GTC36-200 APU to VFA-106.

February - Reconfigured engine storage room by constructing shelving for 1800 pieces of Power Plants IMRL items.

March - Work Center 410 assisted GE and Boeing personnel during F/A-18E/F testing. Work Center 51E provided tire and wheel maintenance support for F/A-18E/F test and evaluation team. Started ICRL validation for Work Centers 410, 450, 460, and 470.

April - Researched, identified and accomplished NDI and proofload requirements on 21 weight lifting adapters and engine slings.

Work Center 800 completed ICRL validations of 800 ALSS items.

May - Power Plants performed acceptance inspections on over 100 pieces of engine maintenance support IMRL items.

June - Modified 1360AS100 Oxygen test stand for Combat Edge O2 Regulator

July - Oil lab received the Open Cup Flashpoint Tester providing Coolanol and PAO testing capability. Received OBOGS Test Stands TTU-518 and TTU-521. Installed making O2 shop fully operational. Yaw series servo and spoiler test fixtures received from NAS Oceana.

August - Issued GTCP36-201 APU to VS-22. Modified LOX shelters on flight deck in support of CVW3. Work Center 52A Universal test fixture adapter received by Dynacorp PAX River, MD.

September - Completed IMRL room lighting conversion from explosion proof light bulbs to fluorescent light fixtures. Completed 100% wall to wall IMRL inventory. Oil Lab received a PH Tester, providing ship's oil testing capability. One-Step floor finish completed for Work Centers 81C and 51A. Work Center 52A STS set-up completed. H-60 Electro Hydraulic Actuator Test Set on-line.

October - Completed J52 engine test cell training. Qualified one instructor and two operators. Completed F404 engine test cell training. Qualified one instructor. Oil lab received a Viscometer, increasing its ship's oil testing capability. ICRL validation of 2700 airframe related items completed. F-14 Electro Hydraulic Actuator Test Set on-line.

November - Repaired and RFI'ed F404-GE-400 engine. Bauers Compressor installation complete and on line in Work Center 81B. NDI Work Center certified by Yorktown RSO to perform component x-ray procedures. STS 1007 upgrade completed by NADEP North Island, CA.

December - Oil lab received 100% score on correlations test, resulting in a 3-month average of 99%. Oil lab received a second HIAC-ROYCO ABS/2 Particle Counter, providing ship's hydraulic fluid testing capability.

Avionics/Armament Division (IM-3) - Month-by-month highlights include:

January - 100% component testing and repair validation for Ni-Cad/Lead Acid Battery Locker. Three CATIHD Test Benches certified and operational. One HTS Test Bench certified and operational. Six Bay RADCOM certified as a Four Bay. One IMUTS II Test Bench verified and operational.

February - Developed and implemented an ICRL Validation plan to verify over 36,000 individual ICRL line items to help facilitate bench verification and IMRL readiness. Assisted Boeing Aircraft Corp. in the troubleshooting of the Automatic Carrier Landing System (ACLS) during the F/A –18 E/F Super Hornet Carrier Suitability Trials. Successfully installed the AN/AAM – 60 Electro-Optical Systems Test Set (EOSTS). Conducted two CPR training sessions qualifying 63 AIMD personnel.

March - Completed the depot level repair on 110 CATIHD Interface Devices (ID) and four different ATE Benches saving over \$70,000 in rework funds. Verified F- 14 Lots 1,2, and 3 TPS's for CASS. Built up Dispersed Technical Publications Library with over 300 technical publications and 125 Test Program Instructions (TPI) for Shop 12. USM – 450 Test Set for the USM-406D Sweep Cart operational. Successfully tested F/A-18 E/F Super Hornet load points utilizing ship's force Single Hoisting Ordnance Loading Systems (SHOLS) gear. Completed 100 loading evolutions with zero discrepancies.

May - Developed an effective and uniform process to distribute and update ship's Testing, Measurement, Diagnostic and Equipment (TMDE) inventories. Through implementation of a command calibration readiness report, managers and customers have an instantaneous picture of their command/departmental calibration readiness. Attained a fleet high calibration readiness rate of 94 percent through the superb supervision and training of 167 calibration representatives for 12 shipboard departments.

June - Completed the initial outfitting plan for support equipment onload of 13,000 items worth 200 million dollars. Insistence of strict accountability resulted in zero items surveyed and numerous accolades from TYCOM representatives during IMRL review. Shop 7 CASS Bench operational. APM - 457 and APM – 446A RSTS Test Benches installed into work center.

July - Shop 9 rebuilt 39 IMRL items received in "F" condition saving the Navy \$167,000 in rework funds. Successfully installed the AN/USM – 629 Electro-Optical Test Set (EOTS) facilitating support of Forward Looking InfraRed (FLIR) systems on the S-3B and F/A – 18 aircraft.

August - Performed the calibration of catapults 1 through 4 and ALRE engine systems 1 through 4 composed of 536 gages. This was accomplished in a four-day period and resulted in the successful completion of flight deck certification. Entire countermeasure washdown system and all 20 AFFF stations, consisting of 219 gages, were expeditiously calibrated in 3 days for post-PSA shakedown. Completed the calibration and certification of the HTS Test Bench. HTS operational. USM-392B SRA tester operational. Performed the onsite calibration of all flight deck fueling sponsons for Air Department resulting in a discrepancy free Flight Deck Certification. Processed the 650th item of AAE completing the AWM-90/AWM-94 ICRL verification.

September - Completed the calibration and repair of 520 initial issue IMRL items, resulting in a 98 percent calibration readiness rating. Over one-third of these items were received in "F" condition and through outstanding technical skills were repaired and aligned to upgrade items to "A" condition. Received ESTS offload to CASS consisting of EA-6B, H-60 and S-

3 WRA's. GSM – 336(V)3 GPS Tester operational. Upgraded one IMUTS Test Bench to the latest version, IMUTS III. Second IMUTS Test Bench operational. Overhauled four Close In Weapons Systems (CIWS) at a cost saving of \$4,400. An additional \$40,073 was saved while repairing 811 Single Hoisting Ordnance Loading Systems (SHOLS) items.

October - Planned and carried out the installation and verification of six EA-6B test stations in Shop 12. This shop is the first hard sighted EA-6B work center in the fleet, replacing the aging VANS that are installed on other carriers. Through diligent research and forethought, generated three 2Kilos to correct potential show stopping discrepancies. Researched and implemented a system of specific organizational codes for each shipboard department for the NALCOMIS IMA database. This has resulted in a saving of \$1,473 in AIMD OPTAR funds by allowing other shipboard departments to be charged for bit piece/parts instead of charging AIMD. Aircraft Mission Computer (AYK-14) Test Bench operational. MA-2 Generator Test Bench calibrated. Performed the mission critical calibration on two Liquid Oxygen (LOX) Temperature Controllers for the N2O2 Plant resulting in the successful completion of a CASREP for Engineering Department. Received five Common Rack and Launcher Test Sets (CRAULS) for the Ordnance Branch. TARPS/LANTIRN Shop set-up as a work center. Responsible for the intermediate level repair and maintenance of the Tactical Air Reconnaissance Pod Systems, LANTIRN pod system, AVTR system, CTVS system and the F-18 Strike Camera system. With zero IRRS Simulator's or AN/AAM-77 assets available in the fleet, acquired and re-constructed an InfraRed Reconnaissance System (IRRS) Simulator Test Bench and AN/AAM-77 Interconnecting Box. Their acquisition increased the overall mission capability of Shop 6 and saved the Navy \$147,000 in rework funding.

November - Shop 12 RADCOM Test Bench operational. Completed the calibration and verification of the TTS, ETS, DTB and CATIID Test Benches for Shop 12. Performed the on-site calibration of 31 panel meters for Reactor, ensuring 100% operational capability of switchboard Number TWO, which provides power to the decay heat removal systems for Number TWO reactor and also supplies power for 5000 electrical loads.

December - Calibrated 2,741 items during the calendar year. Fully embraced the "team" concept with personnel from Engineering, Reactor, Combat Systems as well as AIMD. Expanded Cal Lab capabilities by 30 percent and are already fully prepared for deployed Battle Force operations. Conducted many on-site calibrations including the Jet Engine Test Cell, MA-2 Generator Test Stand and the N2O2 plant, a total cost avoidance of \$35,000. RTBS cooling pump installed. Verified the USM – 458C Test Bench, operational. Completed 500th verification on the Common Rack and Launcher Test Set (CRAULS).

Support Equipment Division (IM-4) - Month-by-month highlights include:

January - Staged and prepared SE designated to go to Fleet Support Equipment Regional Repair Center (FSE-RRC) at St Julian's Creek/Norfolk Naval Shipyard for rehab.

February - Coordinated with Stock Control (S-1) to off load the A/S32A-35A Aircraft and Salvage Crane and stage it at the "AB" Compound, NAS Norfolk. Pre-Operational inspections performed every 7 days while staged at the compound.

March - SE Offload conducted in two stages in support of the FA-18E/F Carrier Suitability Trials. Detachment assigned to FSE-RRC, St Julian's Creek sets up work areas and admin

offices. Replaced QEC for the A/S32A-31A assigned to CVN 73, returned the unit back in a RFI status.

April - Developed Transportation Contingency Plan in preparation for the Newport News Shipyard Union 8888 anticipated walk out. NALCOMIS OMA on line at FSE-RRC St Julian's Creek, Portsmouth Va., and used as primary source for Aviation 3M Data. A/S32A-32 Spotting Dolly Maintenance training conducted. HPU-1 Hydraulic Purifier On Site Activation Training conducted, reducing excessive man-hours and HAZMAT on our Hydraulic Test Stands. Established working relationship with Norfolk AIMD SE to utilize Stationary Jack Tester until the one at FSE-RRC was up and running. Reviewed IMRL to identify shortages and excess in preparation for CV(N) IMRL Tailoring Conference June 1999.

May - Coordinated transportation for essential Crash & Salvage Equipment to "AB" Compound for V-1 to prepare and train for training and drills on Emergency Aircraft Handling procedures.

NC-2A Maintenance training conducted. Rebased 104-Week inspections on the following A/C Slings, EA-6B, F-14, F/A-18, S-3, SH-60, E-2. NDI required. Identified two failed slings, which were inducted for Depot Level Repair.

June - Completed 52 week scheduled maintenance and performed load testing on 14 (6K) & 2 (20K) forklifts. Reviewed Hydrostatic Testing on the Nitrogen Carts and inducted bottles for testing. Completed NDI on 48 Albar towbars, Finger Boom and Salvage Basket.

July - Swapped A/S32A-35A Crash Cranes with CVN 69. Their crane went down for a shattered sheave, CVN 69 loaded our crane on their ship and delivered the non-RFI to the "AB" compound. Received and repaired their crane July 8th and in three weeks, completed scheduled/unscheduled maintenance and load testing in time to support Air Department Training. Lift Ring for the F-14 A/C Sling failed NDI, performed proofload on new lift ring for the sling, which allowed for RFI without shipment to NAS North Island for proofload. Coordinated the AIMD Picnic. Tail Hook Dolly blueprints obtained, unit manufactured and load tested.

August - Prepared and staged Forklifts and Troubleshooters for live Ammo on load scheduled for August 10. SE on-load was suspended for August 10th, until AMMO on-load was completed. SE on load scheduled and completed. Staged all RFI SE Air Department required for Fast Cruise, Sea Trials and Flight Deck Certification. Verified the O2/N2 plant on board was up and running, which allowed servicing of our Nitrogen Carts on board, and provided a nitrogen blanket on the Lox Carts until they were ready for issue. Provided maximum participation for all Flight Deck/Hangar Bay Drills for Flight Deck Certification. Played an important role in identifying qualified SCBA wearer's to help attack the casualty.

September - Crash Crane maintenance training conducted. Recertified AS2 [REDACTED] as Aeronautical Welder. Assisted with Disaster Relief at Woodbridge Crossing.

October - A/S32P-25 On site Activation Training conducted. Halloween Extravaganza. IM-4 tied with Medical for Best "Haunted Work Center." Prepared and staged Forklifts and Troubleshooters for live Ammo on load. A/S32P-25 Fire Fighting Trucks loaded on board. Provided four technicians to NAS Roosevelt Road Detachment in support of CVW-3 Orange Air COMPTUEX 1-00.

November - Prepared and staged Forklifts and Troubleshooters for a live Ammo on load. NAWC representatives installed SEC on the Crash Crane to protect the tension on the sheave for the counterweight on the mast assembly, which will prevent it from shattering.

December - Drafted Manpower Requirements for IM-4 Division. Offloaded A/S32P-16A and TAU-2's to Solomon's Island, items are identified as obsolete. A/S32P-25 Fire Trucks replaced the aging A/S32P-16A Fire Trucks.

AIR DEPARTMENT

How do you maintain and improve on the already excellent reputation of a brand new carrier's Air Department? The answer lies in continuing to set and achieve unrivaled milestones in training, operations, and readiness. It also entails the safe execution of these rigorous duties in support of demanding flight operations. The Air Department's mission is simply, "The sustainment of carrier flight operations with a highly proficient team that safely and efficiently moves, launches, recovers, and fuels embarked aircraft." Ingenuity, interdepartmental cooperation, safety awareness, and demanding qualification programs have resulted in continued success and recognition of excellence for America's newest carrier: USS HARRY S. TRUMAN.

The successes of 1999 began with the ship performing two separate carrier qualification periods for the training of new naval aviators in their first experiences aboard a shipboard environment. The March at-sea period held a number of firsts for the ship and Air Department, among them being: the first carrier operations of a Navy Blue Angel demonstration aircraft, and the continued testing and evaluation of the F/A-18 E/F Super Hornet. At the beginning of March, "Blue Angel 1" made the first carrier arrested landing of the Navy flight demonstration squadron in an F/A-18 aircraft. Additionally, the Blue Angels had another first by having the first arrestment called by the Blue Angel landing signal officer. "Blue Angel 1" continued to CQ for a few more traps and catapult shots until the Blue Angel skipper had attained his day carrier landing qualification. The remainder of the at-sea period was spent in support of the testing and evaluation of the Navy's newest aircraft: the F/A-18 Super Hornet. Both "Stinger 1" and "Stinger 2" were the two-seat "F" version of the aircraft. Testing ranged from handling of the aircraft, use of the Automated Carrier Landing System, and minimum launch envelopes for the catapult system. Perhaps the most exciting was the launch envelope testing, where the aircraft were set up on the catapults and a low catapult setting was purposely used to find the outer limit at which the F/A-18F might be launched. Though this testing was especially dangerous, it proved to be extremely exhilarating to both the pilot and catapult crews. Boeing was extremely happy with the results of the testing aboard, and all of the test crews of the Super Hornet enjoyed working with the fine men and women of the Air Department flight and hangar deck teams.

The end of March was finished by showing off the HARRY S. TRUMAN to the supportive families of the TRUMAN crew during the first-ever Tiger Cruise open to all family members. It was a great way to finish off the first at-sea period for the TRUMAN and her Air Department, replete with food extravaganzas by the Supply Department and air power demonstration by members of Carrier Airwing Three.

After the Tiger Cruise, USS HARRY S. TRUMAN entered Newport News Shipbuilding for its Post-Shakedown Availability—the period of time where the balance of guarantee work is finished prior to the ship beginning its workups for its maiden deployment. While it is true that the folks at Newport News Shipbuilding are responsible for a large part of the work on the ship, without the supervision and integration of experienced naval aviation experts, a ship does not

approach the level of excellence embodied by HARRY S. TRUMAN. Throughout the process of refitting and servicing the various ship's fueling equipment and stations, aircraft launch and recovery equipment, flight deck and hangar deck - a highly qualified team composed of ship's Aviation Boatswain's Mates, NAVAIRLANT, Lakehurst, and Newport News Shipbuilding personnel - combined to give HARRY S. TRUMAN the finest of everything. Before anyone had noticed, it was already August. Soon after came the time to test the work on the ship and her Air Department--with Acceptance Trials. Again, every ship's system was examined and operated to the satisfaction of crew, builder, and INSURV.

Air Department's largest test was now coming over the horizon. Could the department now pass the most stringent examination of its performance? The time for certification of the flight deck was upon us, the time when Air Department could finally prove their mettle after such a long stagnant period in the yards. Starting with small steps, the department worked as a cohesive unit crawling, then walking, and finally running with the greatest of ease to show the COMNAVAIRLANT Handling team that TRUMAN's air department was the finest they had seen. Displaying exceptional prowess, the flight deck crew moved and directed aircraft with flawless precision. The hangar deck crew, not to be upstaged by their brethren atop the carrier, repeated the same precision in the hangar bays--moving and staging aircraft, and combating mock fires that were raging in any one of the hangar bays. The catapult and arresting gear crews were tasked with once again proving themselves as a group by testing their ability to perform quickly and efficiently. Most importantly, V-4 once again proved their ability to keep the fuels running to the aircraft, doing so with the utmost of safety. The biggest mark that the department had impressed COMNAVAIRLANT? They left early, completely satisfied that the TRUMAN Air Department could easily handle flight operations, both with Carrier Air Wing Three, and with other visiting squadrons performing carrier qualifications.

The last part of the year was filled with carrier qualifications and a goodwill port visit. Doing well both aboard and ashore, Air Department engendered themselves as ambassadors of the HARRY S. TRUMAN, U.S. Navy, and the United States. During the ship's visit to Halifax, Nova Scotia, Canada, members of the department were busy both on and off the ship--the biggest draw was tours aboard our fine warship.

It was an extensive year of continued excellence for a new ship's Air Department. A year where every challenge was met and exceeded. A year where experience met new blood and combined into the department of excellence that is seen today. It was a busy year, as a few simple statistics show: over 4,500 launches and recoveries, 5,216 flight deck moves, over 500 hangar deck moves, and over 2.5 million gallons of JP-5 issued. It was a busy year, but Air Department met and exceeded every expectation of excellence to complete our second year as a team. Air Department stands at the ready to provide USS HARRY S. TRUMAN and Airwing Three with what we provide today: our interest, professionalism, and hardworking esprit d' corps.

COMMAND RELIGIOUS MINISTRIES DEPARTMENT

The Command Religious Ministries Department had a dynamic 1999. A Tiger Cruise, sound dampening project in the CRMD spaces, and community projects were some of the highlights of our command history. Attendance at worship, bible studies and other CRMD sponsored events increased significantly to help make 1999 exceptional.

Tiger Cruise - The highlight of the first quarter of the year was the TRUMAN's first Tiger Cruise 20-22 March. Well over one thousand people visited the Library and 50 youngsters participated in the CRMD sponsored 'Nintendo' tournament. All of the weekend services were filled to capacity.

Sound Abatement/Tecnico – From April until mid-September NAVSEA/AIRLANT sponsored a sound abatement project which resulted in an improved worshipping, working and relaxing environment for the Chapel, Library and Chaplains' offices. The sound dampening significantly improved the noise and heat stress in the CRMD spaces. Also, Tecnico Company refurbished each of the chaplain's offices and provided upgraded furnishings.

Personnel Issues - The departments' first change of leadership occurred in May when CDR [REDACTED] relieved CAPT Roy L. Bebee. During July two junior enlisted personnel were transferred and one Religious Program Specialist was administratively discharged unexpectedly. Our personnel issues were resolved when two additional TAD transfers join the CRMD team and RP1 [REDACTED] and RP3 [REDACTED] reported on board late in November.

Community Relations Projects – In October, during the ship's port visit to Halifax, Nova Scotia, the CRMD coordinated Community Relations Projects to five sites involving forty-one TRUMAN and five USS SAN JACINTO (CG 56) Sailors. This work was coordinated with the Canadian Navy and the local United Way. Projects were undertaken at 5 locations: The Veith House (painting and cleaning), Home of the Guardian Angel (painting, cleaning and yard work), Home of the Guardian Angels #2 (yard work and cleaning), Metro Food Bank (sorting and packing foodstuffs) and the Wee Care Child Development Center (cleaning, painting and organizing storage). In addition CRMD sponsored the Holiday Assistance Program during the Thanksgiving and Christmas Holidays. Contributions totaling over \$6,000 helped provide food vouchers for 123 TRUMAN Sailors and their families.

Worship and Ministry - Since returning to a more operational mode since the end of PSA, worship services at sea have been building in attendance. The Sunday evening Gospel Service has attracted over 100 worshippers regularly. Roman Catholic Sunday Mass attendance has risen 50%. Protestant Sunday and Midweek Worship reached an average of 200 participants a week. Greek Orthodox Liturgy has a steady and regular group of 8 to 12 Sailors. Latter Day Saints and Jewish lay led services have small, but regular attendance. Growth has also taken place at Bible studies and daily devotional opportunities. The TRUMAN Gospel Choir, a highlight of our Protestant worship services, has been featured at several Command functions to include a change of command ceremony and Thanksgiving Service.

The TRUMAN CRMD team is in place, offering many different types and styles of worship and religious education opportunities weekly. The command religious ministries program has been assimilated into the over all life of the ship and will continue to be a prime player in creating a higher quality of life for all.

COMBAT SYSTEMS DEPARTMENT

USS HARRY S. TRUMAN's Combat Systems Department began its second year the way it ended its first, by setting TRUMAN's standard in professional excellence. The Combat Systems Department consists of 7 divisions with 29 workcenters, 11 officers, 16 chief petty officers and 200 enlisted. Each division has grown under their respective branch; the Combat Systems Information branch and the Combat Systems Maintenance branch. Combat Systems has celebrated an increase in assigned personnel, upgrades in equipment, and installations of new systems which have propelled TRUMAN from the "Newest Carrier in the Fleet" to the "Smartest, best equipped and staffed Carrier in the Fleet".

The majority of Combat System's new equipment and upgrades occurred during TRUMAN's Post Shakedown Availability (PSA). Despite an unexpected strike by NNSB workers, all scheduled installations were completed on time resulting in the most successful PSA for any new carrier ever.

Telecommunications Division (TC/CS1) - In the past year, the Telecommunications division spaces have undergone a complete transformation. The redesign was necessitated to incorporate required layout changes as TRUMAN took its rightful place as the world's first and only "Smart Super Carrier".

The Telecommunications division personnel consist of two officers, three chief petty officers, and 52 enlisted, all of who are Information Systems Technicians. The CS1 division consists of 19 external and internal communications systems, of which, two were installed this year during PSA. SIPRNET (Sensitive Information Process Network) and Challenge Athena (Commercial SHF SATCOM) installations were completed in June and July, respectively. The job of additions and upgrades continues; presently, CS1 is working on the following: *(These installs are scheduled for completion by March 2000.)*

- (1) STATNET (Status Network)
- (2) EHF (Extremely High Frequency)
- (3) 5KHZ (UHF SATCOM Bandwidth Modification)
- (4) NECC (Naval EHF Communications Controller)
- (5) ADNS (Automated Digital Network Systems)

Communications Security/Encrypted Keying Material System (CMS/EKMS). Originating from the Telecommunications division, the Communications Security Material System (CMS) was converted to Encrypted Keying Material System (EKMS/KP) in June 1999, upon the completion of a new system install. In August 1999, the STU-III account combined with the EKMS and a new EKMS Manager was appointed in November 1999. The EKMS vault currently holds over 3,5000 classified and/or sensitive items.

Information Resources Management Division (IRM/CS-2) - While the Information Resources Management Division consisting of 2 officers and 6 enlisted continues to work closely with the Combat Systems Resources Division (CS3), the primary focus over the past year has been Information Security (INFOSEC). The task of continual monitoring and maintenance of the ship's Information Systems (IS) is immense. Specifically, ensuring the command has the latest Anti-virus software, updating INFOSEC instructions, and validating all new software including (Y2K) software. Included in the myriad of CS2 responsibilities, is establishing and implementing the IS Configuration Control Board (IS/CCB). The IS/CCB is used to manage

Life Cycle Management (LCM), the process for procuring additional IS equipment/resources, maintaining the Command software inventory, and starting the accreditation process.

TRUMAN has two Local Area Networks (LAN's) one classified, the other unclassified. With the installation and activation of the classified LAN, additional monitoring software was required and the HYENA software was installed. Both LAN's required accreditation and the command's IS Accreditation process was begun in October 1999. By November 1999 all department risk assessments were complete, which is step one in the accreditation process. The entire accreditation process will take four to six months to complete; however, an Interim Authority to Operate (IATO) for the unclassified LAN was extended for one year and the IATO for the classified LAN was approved in October 1999.

In addition, IRM division has accomplished the following - Implemented, monitored, and maintained the command's INTRANET; Developed new software that allows INFOSEC personnel to monitor systems connected to both the LAN's. This program provides for remote verification of all systems, ensuring each is automatically updated with the latest Anti-virus software; Designed and installed an unclassified network "Warning Banner", delineating a brief synopsis of the ship's e-mail and Internet policy, which displays upon logon; Developed a monthly Anti-virus tickler program/report to spot check 15% of department's stand-alone systems for the latest Anti-virus update; Reconfigured the router to better protect TRUMAN's IS network from external threats; Acted as the single coordinator to Air Wing and Carrier Group Staff ISSO's for establishing and disestablishing all accounts; Conducted all INFOSEC training for all newly reporting personnel through command INDOC as well as monthly ISSO training with divisional and department representatives.

Combat Systems Resources Division (CSR/CS3) -The Combat Systems Resources Division although not the largest, is the most diverse division in the department. CSR consists of four chief petty officers and 53 enlisted personnel. CSR's equipment, systems, and personnel provide both direct and indirect service to every member of the ship's company, embarked staff and air wings; numbering well over 3,000 people.

CY 99 saw Combat Systems Resources Division assume new and greater levels of responsibilities and growth. The Global Command and Control System-Maritime (GCCS-M), formerly the Joint Maritime Command Information System (JMCIS), transferred from Combat Systems Data (CS5) Division to CS3. With this transfer came responsibilities for a multitude of new equipment including a classified LAN, Main Comm Processor, Database and Message Servers and Imagery Servers.

CS3 division supports an array of intelligence gathering systems located in the Carrier Intelligence Center (CVIC), the Tactical Flag Communications Center (TFCC), Flag and Supplementary Plot (SUPPLOT). These systems are:

- (1) Afloat Planning System (APS)
- (2) Combat Assessment Workstation (CAWS)
- (3) Contingency Theater Automated Planning System (CTAPS)
- (4) Digital Camera Receiving System (DCRS)
- (5) Joint Deployable Intelligence Support System (JDISS)
- (6) Joint Services Imagery Processing System-Navy (JSIPS-N)
- (7) Tactical Aircraft Mission Planning System (TAMPS)
- (8) Theater Battle Management Core Systems (TBMCS)

(9) Tactical Operations Planning Scene (TOPSCENE).

On October 1st, CSR took responsibility of tool issue and electrical safety for five departments. Their assets include all portable electrical and pneumatic equipment to include drills, buffers, pneumatic hoses and fittings, and grinders. Finally, they control the issuance and maintenance of all climber safety harnesses.

In 1999, CSR expanded the unclassified LAN by adding over 100 unclassified LAN access drops for additional customer use. Additionally, in final preparation for year 2000, an extensive Y2K upgrade was completed on all Microsoft Exchange Servers and individual stations connected to the unclassified LAN. Other Y2K upgrades include - Shipboard Uniform Automated Data Processing System (SUADPS) for Supply Department; Naval Aviation Logistics Command Management Information System (NALCOMIS) for Aviation Intermediate Maintenance Department; Organizational Maintenance Management Systems (OMMS) for Engineering Department; SNAP Automated Medical System (SAMS) for Medical Department.

Future projects include the installation of a JP5 fuel monitoring system, the Integrated Computer and Networking (ICAN) system, and the new OPTIMIZE upgrade to NTCSS.

3M/DC Division (3M/DC/CS4) - The 3M/DC division consists of one chief petty officer and 10 enlisted. The 3M/DC division has provided ever-increasing service to the department in their assigned areas. During 1999, there were four Force Revisions and reorganization (IAW COMNAVAIRLANTINST 4734.1B) to work centers within the department, which were distributed and implemented. Additionally, on the DC side, ventilation systems and DC related maintenance became a greater priority for the division.

Specific milestones for the division during this time include - EGL/TGL data compilation and utilization for all departmental spaces regarding in excess of 32 air handling units and associated spaces ductwork; Became the central contact point for updating CCOL data and sheets for over 145 departmental spaces; Continued to provide preservation and maintenance of 72 air/watertight hatches and scuttles, 69 deck drains and 9 fire stations.

Data Division (CSD/CS5) - Combat Systems Data Division consists of one chief petty officer and 32 enlisted personnel. CSD Division completed the following upgrades and installations:

- Auto-ID – System automatically transfers Identify Friend or Foe (IFF) information directly from an air contact to a console in the Combat Direction Center (CDC).
- Battle Force Tactical Trainer (BFTT) - System runs test and practice scenarios inport by inserting navigation tracks and simulating the ship is underway, allowing inport training previously only available at sea.
- Common High Bandwidth Data Link (CHBDL) – System provides a 'real-time' assessment of battle damage via video transfer and tactical information from specific aircraft.
- Joint Tactical Information Distribution System (JTIDS) – Also referred to as LINK-16. System modification now allows for satellite communications.
- AN/URC-93 (V) UHF radios used for LINK-11 and LINK-4A.
- Navy Integrated Tactical Environmental System (NITES 2000) – Meteorological system which superceded Tactical Environmental Support

System (TESS). The primary advantage of NITES over TESS, is it provides a new mini-LAN with connectivity to both the Secure Internet (SIPRNET) and the Navy's Internet (NIPRNET).

Ship's Surveillance and Control Division (SSC/CS6) - SSC division consists of one officer, three chiefs and 31 enlisted. CS6 maintains the ship's search radars, radar distribution systems, Identification Friend or Foe (IFF) systems, the Precision Aviation Landing Systems (PALS), satellite and inertial navigation systems, TACAN equipment, gyrocompass and associated distribution systems, and the Test Equipment Programs. The Ship's Surveillance and Control division consist of workcenters CS61 (CATCC/ACLS), CS62 (Radar), CS63 (NAVAIDS), and CS65 (2M & MTRF).

SSC had the following equipment certified during 1999:

- (1) Ship's Inertial Navigation System (SINS)/MK19 Gyrocompass – Aug 1999
- (2) SNAIAS and Underwater Log – August 1999
- (3) AN/SPN-41 and AN/SPN-46 – August 1999

From January through December SSC division has been upgrading, installing, repairing, replacing, modifying and restoring radars, navigational systems, and associated distribution systems.

Highlights include the notification of ET1 Hennessy's selection as Atlantic Fleet CATCC Technician of the Year and the removal of the OJ-314 Intercommunications System, being replaced by Scaled Integrated Voice Communications system (SIVCS). In April, seven SSC technicians were sent to Litton Amecom in College Park, MD, for SIVCS training. In June, CS6 completed removal of the OJ-314 and began installation of the SIVCS. Also, the miniature/micro-miniature (2M) Repair Shop was designated as a Huntron Gold Disk Developer Site by CNAL.

Installs in the past year include the Furuno Navigation Radar Set and the AN/WRN-6 Antenna was relocated from the yardarm to the top of the mast. In August the installation of SIVCS completed and tested and the AN/SPN-41 upgraded with field changes (12) and (13) by NAWCAD.

Also in August, the AN/SPS-48E experienced a major casualty when its cooling system overheated causing a tubing line in the Final Stage Amplifier to burst. The result was a full loss of cooling water, and the rebuilding of the final stage amplifier required over 120 man-hours.

In September, the SIVCS Touch Entry Display (TED) with ruggedized handsets was installed on the LSO platform for evaluation and later in Primary Flight Control for evaluation.

Finally, in December the AN/SPN-43C Antenna was damaged by a loose halyard and required replacement.

Ship's Self-Defense Systems Division (SSDS/CS7) - SSDS division consists of one officer, two chief petty officers and 34 enlisted. The following is a synopsis of work completed by the SSDS division over the past year - Replaced non-skid on eight of twelve divisional sponsons during TRUMAN's PSA; Rehabilitated three CIWS Magazines; Divisional personnel attended and successfully completed the NATO Sea Sparrow Missile Handling School; Twenty-one Fire Controlman reported TAD to CS7 Division between "A" school and "C" school for training on shipboard life and the FC rating.

Telecommunications Maintenance Division (TCM/CS9) – The Telecommunications Maintenance Division was created from CS1 division to better respond to and coordinate maintenance of all installed communications systems. TCM division consists of one officer, two chief petty officer, and 28 enlisted. The 28 technicians maintain the following systems:

- Hierarchical Yet Dynamically Reprogrammable Architecture (HYDRA) AN/SRC-55(v)A 600+ portable communications system that services every corner of the ship and flight deck.
- Extremely High Frequency (EHF) USC-38, the only nuclear hardened communications system used throughout all branches of the government.
- Super High Frequency systems including the AN/WSC-6 (SHF-DSCS), and AN/WSC-8(v) Challenge Athena III (commercial).
- Ultra High Frequency (UHF) including 33 fixed and three portable WSC-3 UHF radio systems both LOS and satellite capable.
- Three Very high Frequency (VHF) bridge-to-bridge systems both fixed and portable units.

The distribution and maintenance of:

- (1) 850 plus televisions
- (2) 400 plus video cassette players
- (3) Three complete audio/video briefing systems
- (4) 1500 telephone instruments,
- (5) 18 multiplexers,
- (6) Miles of telephone cable and two main telephone connection boxes
- (7) Lucent technologies, Definity-75 switch

The following are new installs for 1999:

- Automated Digital Networking system (ADNS) - Provides integrated communications routing for all patched communication circuits.
- STATNET - Provides touch-screen capable monitoring of all communications circuits.
- AN/SRC-55 (HYDRA) - Upgraded to Y2K compliance in November 1999 and installed 17 new Radio Transmission Lines. AN/SRC-55 is the first Low Power, 14 channel, mobile communications system in the Navy.
- Permanently installed VHF bridge-to-bridge radios in all ship's boats.
- Installed more than 200 new telephones, bringing the command's total to 1500.
- Doubled the POTS capacity of the Definity-75 telephone switch from 24 to 48 lines, and increased the original capacity from 1200 to its maximum of 1500 telephones. Also added AUDEX, an automated answering machine for all POTS lines.
- Installed Challenge Athena III, SHF Communications System - More than doubled the SHF capacity for the ship. This additional capacity, via a commercial satellite, allow for APTS (Sailor Phone) connectivity, SIPRNET, NIPRNET, and Video Tele-Conferencing (VTC).
- Installed the AT&T APTS system. This system provides 20 pay phones for the crew to call anywhere in the USA and its territories for a single pre-paid calling card price.
- Installed the classified and unclassified VTC system in Flag and Intelligence spaces.
- Installed an additional 56 televisions and over 200 video cassette players.
- Installed a 20 channel international digital broadcasting receiver station and antenna.
- Upgrades to AN/USQ-119(v) Secure Briefing System (23TV) doubled the inputs to 48

- and outputs to 96 thus reducing the number of viewers per space.
- Installed the first 16 cameras and single point monitoring station for the Closed Circuit Ship's Surveillance System. *This is a smart ship initiative to reduce the number of roving security watches required aboard ship.*

DECK DEPARTMENT

TRUMAN'S Deck Department capped off 1998 with a very successful Shakedown Cruise and returned to homeport Norfolk VA., on December 17th for a well-deserved holiday stand down period. 1999 picked up where the department left off after Shakedown. Two underway periods in late January into February and March 1999, provided the department additional opportunities to hone its line handling, anchoring, man overboard recovery and underway replenishment skills. The focus for the department by upper level management was to maximize the training opportunities provided by each underway period, prior to entering Post Shakedown Availability scheduled from 22 March to 25 August 1999. An additional focus was placed on a continued documentation of material and equipment deficiencies and the drafting of ship alterations for AirLant funding and completion during the PSA period. Further, an aggressive preservation plan was devised to preserve and re-paint all 142 interior spaces and the complete exterior hull. Although departmental manning peaked this year at 78% the vast majority of the time was spent completing all underway, inport and shipyard tasking with 60% personnel or less. The department never received any additional officer manning as the department continued to be manned with the First Lieutenant, Assistant First Lieutenant and the Ship's Bos'n.

The ship got underway 27 January 1999 for Carrier Qualifications and operations in the southern Cherry Point and Jacksonville Operations areas. After a safe and smooth underway and a safe line handling evolution, the department prepared to conduct a precision anchorage prior to transiting to open ocean. First Division completed the scheduled evolution with little, to no, difficulty, despite a limited number of seasoned personnel. On 29 January TRUMAN conducted the first Underway Replenishment of 1999 while alongside USNS PATUXENT (T-AO 201). During this event three rig teams comprised of personnel from all four Deck divisions manned Stations #7, #11 and #13. While Rig Teams One and Three received 50K gallons of fuel at Stations #11 and #13, Rig Team Two conducted simulated ammunition on-load operations at Sliding Padeye Station # 7. All three events provided valuable hands on training for newly reporting personnel and quality proficiency training for the more senior team members. After 1.5 hours alongside a planned emergency breakaway was safely executed without incident. Two additional RAS/FAS events were scheduled during this underway period with USS MCINERNEY and USS ARLEIGH BURKE, however both events were canceled due to adverse weather conditions in the operating area. TRUMAN returned to homeport Norfolk Va. on the evening of 4 February 1999. Again, the department completed a safe and incident free mooring evolution.

The month of March provided the department with the next and final opportunity to complete underway training at sea prior to entering Post Shakedown Availability. On 3 March 1999, the Sea and Anchor Detail was set at 0600. With all line handling stations manned and equipment operationally tested Deck department reported manned and ready to go to sea at 0645. At 0800 TRUMAN safely cleared the berth and put to sea for an intense twelve days of Carrier Qualifications. It was during this underway period that Deck Department would again be called

upon for their assistance and experience in devising a manner by which the ship could transfer in excess of 150K gallons of F44 fuel in preparation for dry docking the ship during PSA. After careful review of the ships fuel transfer piping and discussions with Air Department fuels personnel, it was determined fuel could be transferred from the ship at either of the three installed fueling sponsons by removing the installed flapper valve at the deck riser and using the ship's transfer pumps. Although no one onboard TRUMAN had ever seen or conducted this evolution to include the Captain, the First Lieutenant and Ship's Bos'n were both confident it could be accomplished safely. After briefing the Commanding Officer on the operation and receiving his approval, the department began making preparations to conduct yet another underway replenishment operation. On 9 March 1999 at 1900, TRUMAN went alongside USNS BIG HORN. With three rig teams manned, Station #7 was again selected for hook-up and simulated ammo on load operations, while Station #13 was selected to receive a double-probe rig for a dry hook-up and rig team training. Station #11 was selected as the station to use for transferring 150K gallons of fuel from TRUMAN to BIG HORN. With a double Robb-over-Robb Female coupling rig, Bos'n Bernardo and Rig Team three safely hooked up the rig, transferred the fuel and safely broke the rig for recovery by BIG HORN. The entire evolution was completed in less than two hours, proving this was a viable means to transfer fuel at sea. By conducting this event at sea, two days of valuable inport time was not disrupted and in excess of 300,000.00 was saved in PWC cost. TRUMAN returned to port and safely moored at Pier 12 North at 0800, 15 March 1999. Although no one looked forward to returning to Newport News Shipbuilding and the industrial environment, the Post Shakedown Availability would prove most beneficial in the improvement in many mission capable areas around the ship. As for Deck department, the many hours spent in documenting discrepancies and drafting ship alterations, the time spent was about to pay off, as the ship prepared to enter PSA. At 0430, 22 March 1999 TRUMAN set the Sea and Anchor Detail for the last time until 30 July 1999, as the ship prepared to move to Pier 2 West, Newport News. The ship safely moored in the shipyard at 0900 and commenced the PSA period. Working with Newport News Shipbuilding, numerous AIT contractors and our AIRLANT Port Engineer, the department was able to have every major INSURV discrepancy corrected and every ship alteration completed or funded for post-PSA completion. While AIT contractors and the shipyard personnel commenced rip-out and new installation, Deck department ship's force personnel embarked on an aggressive preservation and major paint out effort of all departmental interior spaces and a complete paint out of the exterior hull. Listed below are the major SHIP ALTERATIONS, FMR's, AIT and Ship's Force projects completed:

- USS HARRY S. TRUMAN (CVN 75) ARN (CVN 75-98-043) REQUEST
ALTERATION: Recommended the installation of an additional closed mooring chock on the fantail, 12 feet to the port of centerline as there were an insufficient number of closed chocks installed in this area for deploying the ship's after Storm Wire. The installation of an additional 24-inch closed mooring chock greatly improved the foul weather mooring capability of (CVN 68 Class) ships by providing an unobstructed fairlead from the port side mooring bits to a ballard on the pier and provided greater flexibility when mooring to a pier, regardless of the side moored.

- USS HARRY S. TRUMAN (CVN 75) ARN (CVN 75-99-001) REQUEST
ALTERATION: Recommended the installation of ten (10) Relay Battle Lanterns on the port and starboard sides of the forecastle, compartment (02-K-2-Q) to provide emergency lighting in the event of a loss of power. Although there are access ports installed on the forecastle, which

provide limited light to the space should a loss of power occur during day light hours, no provision was made to account for a loss of power during night time hours. There were two portable battle lanterns mounted in the space during construction, but they were considered to be insufficient in numbers and failed to provide sufficient lighting of the entire forecastle requiring coverage, in the event of an emergency anchoring evolution at night. Operational testing of the newly installed Relay Battle Lanterns revealed greatly improved visibility on the forecastle during power losses, improved personnel safety and helped to ensure a safe and rapid preparation for making the anchors ready for letting go in the event of an emergency situation where electrical power was lost to the space.

- USS HARRY S. TRUMAN (CVN 75) ARN (CVN 75-99-002) REQUEST

ALTERATION: Recommended that eight (8) medium sealed-beam, 300-watt flood lamps with amber lenses be installed overhead above Sliding Padeye Stations #7, #9, #17 and #19. This lack of lighting was discovered during Shakedown Cruise while conducting alongside night Replenishment-At-Sea (RAS) operations. While there was sufficient lighting installed to illuminate Elevators #1, #2, #3 and #4 for night aircraft loading and unloading operations, they did not provide adequate illumination for nighttime UNREP evolutions. The installation of the additional RAS Lighting System greatly improved the ship's ability to safely conduct Replenishment-At-Sea evolutions after sunset, reduced alongside time and improved the safety of the assigned Rig Team personnel.

- USS HARRY S. TRUMAN (CVN 75) ARN (CVN 75-99-003) REQUEST

ALTERATION: Recommended the installation of four (4) additional padeyes, two each at Fueling-At-Sea (FAS) Stations #15 and #21. The padeyes, when rigged with snatch blocks and used in conjunction with the installed station Gypsy Winches, facilitate a faster, less cumbersome and safer method for recovering fuel hoses after FAS events. The installation of the padeyes allowed for a proper fairlead from the hoses hanging over the side, provided for efficient use of the installed winches, which in turn reduced hose recovery time and lessened the potential for a safety mishap.

- USS HARRY S. TRUMAN (CVN 75) ARN (CVN 75-99-004) REQUEST

ALTERATION: Recommended the modification and installation of additional four-inch drain piping and hanger system. The original installation design of the Flight Deck Drain System installed at 02-246-1 permitted large volumes of water run-off from the Flight Deck Drainage Trough, to dump directly onto and into the small boats made fast to the after Boat Boom. With the installation of a 45-degree inward elbow at the 02-level, twelve (12) feet of four-inch piping and additional pipe hangers, the drain piping system contoured the hull and permitted all flight deck run-off water or fuel to empty well inboard of any small boat made fast to the starboard boat boom.

- USS HARRY S. TRUMAN (CVN 75) ARN (CVN 75-99-006) REQUEST

ALTERATION: Recommended the relocation of the Single Probe Stowage Racks at FAS Stations #15 and #21 to obtain the proper fairlead from the span wire overhead balanced sheave. This affords ease when stowing the probe after use and to prevent the span wire from chafing the racks rubber lining. This relocation also required the repositioning of the SOTS pull test padeye. Relocating the Probe Stowage Racks and SOTS pull test padeye greatly reduced the probe recovery and stowage time, provided a system that was less cumbersome and manpower intensive to work with and lessen the potential for a safety related mishap.

- USS HARRY S. TRUMAN (CVN 75) ARN (CVN 75-99-022) REQUEST
ALTERATION: Recommended the replacement of non-watertight control enclosures at Fueling-At-Sea (FAS) Stations #15 and #21. The controllers at both stations were subjected to moisture and corrosion and were electrically unsafe, due the electrical shock hazards. The station Start/Stop controllers and winch control electrical stations were totally redesigned and replaced with watertight stainless steel enclosures which greatly improved the reliability of the electrical components and reduced the risk of a potential shock hazard to the stations winch operators.

- USS HARRY S. TRUMAN (CVN 75) ARN (CVN 75-99-023) REQUEST
ALTERATION: Recommended the design, manufacture, installation and stowage for a Stern Dock Brow Arrangement. Due to cost constraints and a lack of drawing for an approved Stern Accommodation Ladder System, TRUMAN was built and delivered without a Stern Accommodation Ladder System to support small boat operations from the fantail Deck House #4 and Stern Dock. This alteration recommended the manufacture of two, ten-foot brows, identified the requirements for a launch/recovery method and identified the stowage locations for the entire system. The system was built, delivered, tested, stowed and demonstrated while at anchor in Halifax Nova Scotia. The system enhanced the ship's capability to safely conduct small boat operations from the Stern Dock and provided the ship with a cost effective system for use until such time an approved ship alteration is funded for the CVN 68 Class.

- USS HARRY S. TRUMAN (CVN 75) ARN (CVN 75-99-048) REQUEST
ALTERATION: Recommended the removal and relocation of the Mooring Line Stopper Padeyes at mooring stations #9, #10, #11 and #12. In their original locations, the padeyes at stations #9 and #10 were unsafe for use. When a nylon stopper is installed and coupled with the strain of a mooring line transferred from the capstan to the stopper, the nylon stopper stretched and became bound between the mooring line and the associated closed mooring chock. The padeyes in the original locations at mooring stations #11 and #12 were located too far away from their associated bits, creating the potential for trip hazards. Once all four padeyes were relocated the mooring evolution was accomplished more efficiently, reducing the potential for a line handling mishap and alleviating trip hazards on the fantail.

- USS HARRY S. TRUMAN (CVN 75) ARN (CVN 75-99-055) REQUEST
ALTERATION: Recommended the manufacture and installation of a fantail awning system. When at anchor and during small boat operations, the quarterdeck watch team and associated watch standing equipment is positioned on the fantail at Deck House #4, so as to direct and monitor these operations from the stern dock. During operations in St. Thomas, US Virgin Islands and Halifax, Nova Scotia the watch team was exposed to the extreme high temperatures, falling rain and wind swept weather conditions. Ship's force drafted the blue prints, to include listing of materials along with the alteration request and submitted it to AirLant for consideration. By providing the ship with a rigidly constructed portable quarterdeck awning arrangement the ability is greatly enhanced to safely conduct small boat operations from the fantail and stern dock - providing a sheltered space for the assigned watch stander and equipment and improving the quality of life.

- USS HARRY S. TRUMAN (CVN 75)/N.N.S.B. FMR #1028.01: Ship's force identified the modifications required to convert a double skid boat dolley, fitted for a 40' PE and the alteration required to fit it for the ship's CO's 33' PE Gig. The shipyard cost to complete this contract was quoted at \$450,000.00. Ship's force with the assistance of AirLant had this work contracted as AIT work, at a cost of \$35,000.00 and had the job completed during PSA. The

completion of this work provided additional stowage space in Hanger Bay #3, which would normally have been occupied by the CO's Gig dolley.

- USS HARRY S. TRUMAN (CVN 75)/N.N.S.W.B. FMR #1098: Ship's force identified the requirement to have Gypsy Winches installed at Replenishment-At-Sea Stations #7, #9, #17 and #19, to recover high lines during RAS operations. Per NWP 4-01.4 requirements, when handling RAS/FAS high lines/span wires during UNREP evolutions a minimum of 15 personnel are required per station, when handling the messengers by hand. By installing one winch in the after well of Elevator #2 to support operations at Stations #7 and #9 and by installing one winch in the after well of Elevator #3 to support operation at Stations #17 and #19, ship's force has eliminated the requirement for 24 personnel on station. This improvement has reduced station-manning requirements, lessens alongside time and reduces the potential for a line handling mishap. Further, the department is not constrained by training non-departmental personnel and reduces the manning requirements of other departments to provide personnel in support of RAS operations.

- USS HARRY S. TRUMAN (CVN 75)/N.N.S.B. FMR #1234: Ship's force identified a design discrepancy in the size of wire rope and sheaves used in the stern dock vertical small boat fender lifting arrangement. After calculating the weight being lifted, versus the size of the fender and the forces imposed, it became apparent the installed ¼ inch wire and sheaves were under rated and needed to be increased to a 7/16 inch arrangement. Ship's force calculations were forwarded and verified by Norfolk Naval Shipyard engineers. Those results were forwarded to AirLant, where the FMR was approved for installation during PSA. The improvements will ensure the safety factor of five has not been violated and the system can be safely operated by ship's force personnel, without fear of the wire parting or the lose of a vertical fender.

- USS HARRY S. TRUMAN (CVN 75)/N.N.S.B. FMR #1192: Ship's force identified during a walk-through inspection of Fueling-At-Sea (FAS) Stations #15 and #21 prior to Builders Trials that the #1 Saddle Whip at each of these stations was incorrectly positioned forward of the span wire. In the original configuration, rig team personnel would have encountered difficulties when streaming and retrieving the rigs, as rig lines, hoses and saddle whips could become fouled around the stations span wire. After further research, ship's force obtained a copy of SHIPALT 6981K-CVN-71-1393 and requested via PMS 312, authorization to complete the alteration during PSA. By completing the alteration the safety of the rig teams was enhanced and the alongside time was significantly reduced. FAS Station #15 work was completed during PSA, while Station #21 was completed as post-PSA work.

- USS HARRY S. TRUMAN (CVN 75)/N.N.S.B. FMR #1218: After receiving and reviewing the PSA work package, ship's force discovered there was no line item in the contract for the contractor to conduct Hull Preservation during the six month long PSA period. After receiving a bid from N.N.S.B. of \$1.2 million to complete a stem-to-stern, boot-topping to flight-deck paint out, ship's force requested the assistance of AirLant for funding one JLG and one JLG-on-a-YC, to complete this major project. With the assistance of Supply Department, all paints and materials were procured through the Supply System and with the assistance of TRUMAN'S Air, AIMD, Combat Systems, Operations, Engineering and Reactor departments providing personnel, Deck Department stood up the Hull Cleaning Detail and completed this major undertaking in two months. Under the direction of the Ship's Bos'n, the 24 member Hull Cleaning Detail saved the Navy in excess of \$1 million and helped to prolonged the overall outstanding exterior appearance and material condition of the ship's hull.

- USS HARRY S. TRUMAN (CVN 75)/N.N.S.B. FMR #1206: During Acceptance Trials and small boat launch and recovery operations, ship's force discovered the small boat handling cleats were installed on the facing of #3 Elevator, in an area not accessible to line handlers due to the installed aircraft nets/frames. Ship's force identified the proper location on the top of the Elevator to obtain the correct fairlead for the forward and after steadying lines from the small boats and recommended that threaded sockets be installed on the forward and after outboard ends of the Elevator. Once the sockets were installed, two removable threaded cleats were installed to complete the job. This permitted small boat launch and recovery operations to be conducted faster and safer and provided a means to have an unobstructed Elevator when conducting aircraft on load/off load evolutions.

TRUMAN'S Deck department was the first to identify a major safety problem with the MK-6 Mod 3 (25) man Inflatable Life Rafts, containing actuation valves manufactured by Derbyshire Machine and Tool Company. After the inadvertent inflation of one Life Raft and a detailed inspection by the First Lieutenant and ship's force, it was determined that the inflated raft had not been tampered with and that the suspect cause was an actuator valve leaking by. After further inspection of (253) remaining Life Rafts installed on board, an additional (18) Life Rafts were found to be in various stages of inflation. After investigation and inspections of the (18) suspect Life Rafts by NAVSURWARCEN CARDEROCK DIVISION and Norfolk Naval Shipyard personnel, ship's force beliefs were confirmed. An emergency recall was ordered by the NAVSURWARCEN to all fleet units with suspect Life Rafts installed and an aggressive repair effort was undertaken by Norfolk Naval Shipyard and ship's force to correct this condition, while the Life Rafts remained on board. In summary, TRUMAN had (168) Life Rafts that required removal, repair and reinstallation, as identified in CASREP 98033. As a result of attention to detail and recognizing the potential for a personnel safety mishap and equipment damage and the immediate actions taken by Deck departments upper level management, immediate actions were taken by the Life Cycle Managers Office for this equipment. The department's actions were instrumental in the rapid corrective actions taken to correct this potentially dangerous situation, Navy wide.

During the months of March to August of 1999, Deck department's upper level management maintained a positive grip on every ship alteration, AIT contract, FMR and the correction of all Acceptance and Final Contract Trial deficiencies. Holding the contractors to specification requirements and the use of quality assurance practices helped to ensure the finished product is what was ordered and paid for by the American taxpayer. Addition focus was also placed on the completion of required schools, in preparation for up coming at sea periods, Carrier Qualifications, CART II and TSTA's I and II. While upper-level managed these objectives, middle management was completing a major preservation project of the vast majority of all interior spaces. No less than 124 of the assigned 142 spaces were completely preserved and totally painted out. On the morning of 30 July 1999 Deck department again manned up their Sea and Anchor Detail station in preparation for berth shifting TRUMAN from Newport News Ship Building's Pier 2 West to Naval Station Norfolk's Pier 12 North. Although there was some concerns about conducting this evolution after six months in the industrial environment and a lack of training during the period, the main concern was conducting the evolution for the first time without ship's engineering plant available. Labeled a Dead Stick move, the art of line handling is difficult at best under these conditions even with an experienced crew. By 1300 30 July 1999 TRUMAN was made fast to Pier 12 North NOB Norfolk with all lines doubled, all

three brows installed and the port anchor underfoot, without a single incident. The ship's Captain commented after the completion of the event that there was "no rust apparent" on the part of Deck Department's ability to complete the tasking regardless of a shortage of personnel and experience, in the line handling area. After completing a Fast Cruise on 16-17 August 1999, TRUMAN got underway for two days of successful sea trials, returning to NOB Norfolk on 19 August 1999. After re-delivery of the ship to the Navy, Newport News Shipbuilding and TRUMAN commenced the post-PSA phase that ran through the beginning of the year 2000. The next at sea period came on 25 August 1999 to complete Flight Deck Certification. Deck department spent this at-sea period completing interior preservation projects carried over from the PSA, inventorying equipment, conducting training and honing their proficiency in the areas of bridge team watch standing and man overboard recovery. This training would pay major dividends in the remaining months of 1999. The ship returned to Pier 11 North, NOB Norfolk on 2 September 1999.

Underway on 21 September 1999, Deck department would again step to the forefront while performing in a number of major logistics' roles. The first opportunity presented itself on the morning of 25 September 1999, while conducting the ship's first at sea fueling of an escort event. At 0900, USS MITSCHER (DDG 56) made her approach alongside and received TRUMAN'S Station #15 and 25K gallons of F44 fuel. This would also set the stage for a number of future fueling-at-sea events, as COMCARGRU TWO embarked and now had a carrier that could safely conduct multiple logistics' roles. Little time was spent getting TRUMAN ready to send more fuel, as TRUMAN rendezvous with USNS LARAMIE (T-AO 203) at 0700, 28 September 1999. With three rig teams manned, TRUMAN successfully completed hook-ups at Stations #5, #11 and #13, received 910K gallons of F44 and successfully conducted an emergency breakaway. Upon completion of this event the department focused its attention on the logistics' requirements in preparation for the TRUMAN'S second out of CONUS port of call to Halifax Nova Scotia. Like St. Thomas V.I. and almost a year earlier, the department would be required to conduct a precision anchorage, rig out two complete boat boom systems, while simultaneously rigging the stern dock for a small boat mooring barge and the launching of four of the ship's boats. A monumental tasking for even the most seasoned of Deck Departments,

TRUMAN made this evolution appear easy. All evolutions occurred within two hours of the anchor making TRUMAN fast to the bottom without mishap despite the undermanned condition and experience level. In fact, the department was ready to make the boat officer familiarization run to Fleet Landing within 2.5 hours of anchoring, shaving a full 2 hours off the event time set in St. Thomas V.I. Once anchored, the department manned TRUMAN'S small boats in preparation for the following mornings liberty runs and the At-Anchor watch. Once again, the department would distinguish itself by safely moving close to 60,000 personnel to and from the ship safely and without incident. The senior-level of the departmental chain of command, managed the entire operation while providing the required hands on training to TRUMAN'S boat crews. When this operation was complete, the department would have saved the ship in excess of \$40,000.00 by supplementing contracted Water Taxi services and gain valuable boat operations experience. As was the case in St. Thomas V.I., what was most remarkable about this operation was the fact that no TRUMAN small boat sustained hull damage, even though most of the coxswains assigned had little or no previous small boat experience. With all small boats aboard and equipment stowed for sea the department would conduct yet another safe and timely underway from anchorage at 0800 on the morning of

4 October 1999. With a great liberty behind us, the department began preparations for the next major event and another first for TRUMAN. On the morning of 5 October 1999, TRUMAN would once again play the role as Battle Group Logistics' Coordinator as two of her escorts would need to top off with fuel. At 0800 the Replenishment Detail was set with both Station #15 and #21 prepared to deliver fuel at the same time. As USS SAN JACINTO (CG 56) and USS DEYO (DD989) lined up in gasoline alley, TRUMAN assumed the guide and ROMEO CORPEN, on both stations Rig Teams 1 and 2 made final preparations to deliver the rigs. At 0900 USS SAN JACINTO was signaled alongside, with the shot lines on deck the cruiser spent little time hooking up the span wires. After 1.5 hours of pumping time and the delivery of 154 K gallons of F44, FAS Stations #15 and #21 were safely recovered and preparations were made to receive the next ship alongside. At 1100 USS DEYO was signaled alongside. After another safe hook-up, delivery of the rig, the transfer of 147K gallons of F44 fuel and a safe breakaway, TRUMAN'S FAS Rig Teams would complete the first recorded dual rig refueling of carrier escorts in recent times. To complete the event once successfully was an achievement in itself, but to complete it back to back with in 30 minutes of one another, was truly remarkable. At 0815, 7 October 1999 TRUMAN'S Deck department safely moored the ship to Pier 11 South at NOB Norfolk and continued Post PSA work and preparations for the next underway period.

The underway on 26 October would start early and be a true test of the departments ability to complete multiple mission area events back to back. The Sea and Anchor Detail was set at 0500 with the ship safely underway at 0700 as planned. After a three-hour detail, First Division completed a precision anchoring evolution that would be within 20 yards of the desired drop point. While First Division secured the anchors for sea, Second and Third Divisions were actively involved with preparing FAS Stations #5, #11 and #13 for a scheduled FAS event with USNS KANAWA (T-AO 196). At 1500, TRUMAN assumed ROMEO CORPEN on the guide and prepared to go alongside KANAWA. At 1600 TRUMAN was alongside with three rigs hooked up receiving fuel. After 1.5 hours alongside and after receiving 700K gallons of fuel all three rig teams executed a text book emergency breakaway. On 30 October, TRUMAN was once again tasked to fulfill the role of Battle Group Logistics' Coordinator, as one of group's assets required refueling and TRUMAN was the only show in town. After a detailed UNREP brief and a verification that both Stations #15 and #21 were ready to work TRUMAN set the UNREP Detail at 1500 as the OOD assumed the guide and ROMEO CORPEN. At 1600 with both stations manned USS SAN JACINTO (CG 56) was ordered alongside. With both rigs hooked up at 1615, FAS Teams 1 and 2 again made the evolution seem common place. After 2 hours pumping time and the transfer of 157K gallons of fuel SAN JACINTO conducted a normal Breakaway and proceeded on orders assigned. The completion of this event would mark another first for the department, as this was the first FAS event with TRUMAN providing the fuel to an escort after dark. After completing this event and re-stowing of all equipment, the department would start final preparations for TRUMAN's first Change of Command and a return to port on the evening of 3 November 1999. After yet another safe mooring evolution and a productive at sea period, TRUMAN moored to Pier 11 South at 1600. The next two weeks would be spent completing hull preservation and the completion of the remaining non-skid replacement. This Acceptance Trial Card discrepancy would prove to be the last of the INSURV Cards to be completed and would prove to be one of the most difficult to complete. At 1200 on 19 November, TRUMAN'S first Commanding Officer stood relieved, as Captain Dave Logsdon

assumed the watch. The next two weeks would be spent completing the remaining post- PSA work and scheduling the last contractor work to be accomplished under the PSA package.

Captain Logsdon wasted little time before taking TRUMAN to sea as the command's second Commanding Officer. As is normally the case, an early Sea and Anchor Detail would make for another long day for Deck department. With a safe underway and all mooring lines stowed, the department set its sites on completing another round of mission area events, starting with a precision anchorage on the outbound track. While First Division put the anchor down with in 40 yards of the drop point, Second and Third Divisions made preparations to receive fuel at Stations #5, #11 and #13 from USS SUPPLY (AOE 6) at 1600. With the UNREP Detail set at 1500, Rig Teams 1, 2 and 3 were expecting one of the best underway replenishment evolutions to date. However, as time progressed this evolution would prove to be anything but routine and set the stage for what would be one of the most learning experiences for TRUMAN'S young rig teams. Shortly after arriving alongside SUPPLY's port side and after several observations of poor seamanship and station management by the ship's First Lieutenant and Ship's Bos'n it became apparent this AOE was not well prepared or trained in the area of UNREP. After 30 minutes alongside, with three rigs hooked up TRUMAN had not received a clear and bright fuel sample at either station. Station communications via sound power phones and signalmen were poor, rigs were delivered and set up incorrectly and hose management was the worst the ship had seen since its commissioning. After 45 minutes into the evolution and a separation of 220 to 240 feet, SUPPLY inadvertently broke the rigs at TRUMAN'S Stations #11 and #13, without exchange of signals between stations and without permission from their own bridge. This series of events could have had serious ramifications and could have resulted in equipment damage or personnel injury. However, as a result of executing proper station emergency actions by both teams, neither occurred. When given the option to reconnect the rigs and continue pumping at these two stations, the First Lieutenant recommended not to do so, as safety was of a major concern. Although the desired amount of fuel was not received during this event, the experience and training in emergency actions received by TRUMAN's young rig teams was highly beneficial. Many of these individuals had never seen how quickly events can deteriorate and how dangerous an UNREP operation can become, with so much as one degree of rudder in the wrong direction or by miscommunication between the Conning Officer and the Helmsman. After another successful at sea period, TRUMAN'S Deck department completed its final mooring of the year to Pier 11 South, NOB Norfolk at 1130 on 14 December 1999.

In summary, 1999 proved to be as challenging for Deck department as TRUMAN's first year of service. Taking the ship from a fully operational Fleet asset and placing it in a shipyard environment for almost six months, returning her to sea fully operational, proved most demanding on a department that was never manned above 78% and spent most of the year manned at 57-60%. Yet the department again and again met or exceeded every exception and set the standard for excellence on TRUMAN and the waterfront. Every operation was properly planned and executed, while being conducted safely, on time and without incident. The countless hours of preparation and training paid major dividends throughout this year and again clearly demonstrated why TRUMAN's Deck Department is the finest on any carrier, East or West Coast. Deck department's contribution to TRUMAN's mission were again best expressed in their departmental motto "YOU'VE MET THE REST, NOW MEET THE BEST, TRUMAN DECK"!

DENTAL DEPARTMENT

1999 was an extremely productive year for TRUMAN's Dental Department. Through hard work and dedication, the Dental Department achieved an all time high of 97 percent in dental readiness, highest of AIRLANT CVN's. Throughout underway periods and shipyard evolutions the department staff made up of 13 enlisted and five officers skillfully performed over 25, 800 dental procedures for 7,500 appointed patients. These procedures resulted in a cost value of over \$900,000 in benefits to the crew.

The department prides itself in "state of the art" dental equipment and materials. It provides dental care in the areas of general dentistry, oral surgery, endodontics, prosthodontics and oral health prevention. The dental clinic consists of six operating rooms, a dental hygiene room, a front office, a reception area, dental laboratory, sterilization area and a radiology room. The oral surgery suite this year was redesigned for easy patient access with door entry and room modifications, along with a new surgical chair and overhead lights.

The administrative efforts of the department implemented changes in the recall system to allow easy access to patient care. Examination appointments were expanded from one day to five. Dental liaisons in the seventeen departments were identified and met with weekly to achieve greater flexibility and convenience in scheduling appointments for the ship's crew, resulting in a substantial decrease in failure rates from 15% to 3%.

In preparation for the upcoming deployment a "never out" usage database was developed identifying critical mission essential supplies. Both supply rooms were redesigned for easy access and identifying inventory. The prosthetic laboratory substantially increased its productivity with crowns, bridges and removable dental appliances.

The Dental Department also supported the ship's mission in many other ways; becoming a command leader in PRT results, PQS, 3M and DC. Its members superbly augmented the Medical Department as providers in mass casualty drills, medical response teams and in manning Battle Dressing Stations. It spearheaded the command Navy Relief drive with over \$51,443 in crew donations. Dental Officers provided numerous tours for distinguished visitors while underway and the department was directly responsible for providing ship tours during the Change of Command ceremony.

ENGINEERING DEPARTMENT

The Engineering Department consists of seven separate divisions: Maintenance Support Center (MSC), Maintenance and Material Management (3M), Quality Assurance (QA), Repair Division (R Div), Electrical Division (E Div), Auxiliaries Division (A Div), and Battle Force IMA (BFIMA).

Maintenance and Repair Divisions are located in Engineering Department under the cognizance of the Ship's Maintenance Manager. They are involved in all repairs performed on board the ship from actually performing the repairs to researching the drawings, to determining support of parts to quality assurance for ensuring the repairs are performed properly to documenting completed actions within the Maintenance Data Collection System.

Maintenance Division is comprised of the Quality Assurance (QA) Organization, the Maintenance and Material Management (3M) Organization and the Maintenance Support Center (MSC). They are comprised of approximately 25 personnel total.

Quality Assurance Organization - The QA Organization was active in training the entire crew throughout the year. They were able to train the majority of the crewmembers in standard work practices requiring quality assurance oversight. This knowledge was implemented in all types of maintenance from daily PMS to the most complicated repairs of equipment.

The year started off on a high note in February with a very successful Quality Assurance Assist visit from COMNAVAIRLANT. This was completed with no major discrepancies and reported that the QA Program for the ship was headed in the right direction.

In March they assisted Repair Division in repairing a hydraulic piping line for #2 Catapult. The Non-Destructive Testing and the Controlled Work Package oversight were performed flawlessly.

As the ship entered Post Shakedown Availability (PSA) in Newport News Shipyard (NNS), the emphasis for the entire crew shifted from operations to repairs. QA performed oversight for numerous jobs completed by Ship's Force personnel, NNS and sub-contractors. Among one of the most time consuming task was following the NDT testing performed by NNS on all four Catapult Accumulators. Another job involved a major modification to the Aft Mess Decks by G.G. Sharp Inc that included performing second deck piping penetrations into the reactor spaces. These penetrations had to be closely monitored and were required to pass stringent weld testing imposed by Naval Reactors and the hull planning yard. QA also was a major player in many reactor plant repairs and modifications performed by both Ship's Force personnel and NNS.

In September, QA was involved with the repairs performed by Repair Division on Number 1 CTG Steam Strainer. QA oversight and metal testing assisted in the ship performing the task in remarkable time and with no rework.

As the year came to a close, they were once again involved with another hydraulic piping repair for #2 Catapult. This time the job was performed with a junior NDT Inspector with no problems.

Maintenance Support Center (MSC) - MSC continued where it had left off the previous year. They continued to build the Technical Library on board the ship with updated drawings and manuals. A Master Chief, one CPO and 12 enlisted personnel ran the division. In October they received a Supply Ensign who relieved the SKCM that transferred.

As the ship entered PSA in March, the MSC personnel were involved with acquiring the updates for new equipment and system installations. This was a continuous task throughout the availability that went well into the next year.

One of the major operations performed throughout the year was the validation of all equipment on board. This involved sending teams of personnel to every space on the ship to determine what equipment had been installed by recording nameplate data for everything from valves and radar equipment to pumps and more. This would help determine the cosal support required for repair parts.

As the ship came out of PSA and started operating continuously, the number of CASREPS increased. MSC determines if parts are available and where they are located. If the equipment is broken, MSC validates the equipment and determines if any drawings are required. This is a non-stop evolution.

During the PSA and afterwards MSC was being updated with assistance from outside sources under a Newport News contract.

In August, during Sea Trials, MSC was able to determine the correct parts needed to perform repairs to all four Main Engine Throttle Control Systems. This was performed in an expeditious amount of time they prevented downtime to Number 2 Main Engine.

Maintenance and Material Management (3M) - 3M was established the previous year and continued to perform with no errors. The division had shrunk to two Senior Chiefs and two First Class Petty Officers. In February they finally acquired a 3M Officer.

With the implementation of Sked 2.0 for all PMS, the ship was performing all PMS electronically.

In April, the number of spot checks required for all departments and divisions was reduced to a reasonable number. This was great factor in reducing man-hours throughout the ship and brought the Spot Check Program into a manageable, timesaving program.

With the ship in PSA from March through August, the number of CSMP entries was starting to climb to an unmanageable number. By August it had reached 1500. 3M, the Ship's Maintenance Manager and COMNAVAIRLANT that the CSMP needed to be cleaned up, made the decision. So in October, while underway, all departments met with CNAL representatives and reduced the number of CSMP entries down to 835. This was a remarkable number for a CVN.

By November there was talk of the ship receiving a new generation of OMMS called OMMS-NG. As the year closed out, a schedule was implemented to train the crew and install OMMS-NG by summer 2000. The 3M personnel attended many hours of training at SPAWAR in preparation for this major undertaking.

Repair Division - Repair Division is comprised of the Pipe Shop, Sheetmetal Shop, Machine Shop, Carpenter Shop, Weld Shop, Shipfitter Shop, Print Shop, Engraving Shop, Valve Shop and Motor Rewind Shop. The Repair Officer is responsible for coordinating all repairs to the ship in the areas of his associated shops. He has 1 Senior Chief and 3 CPO's and approximately 60 enlisted personnel to perform the day-to-day operations.

Repair Division continued to support the ship throughout the year. Major players in this were the Print Shop and Engraving Shops. They left off where they had flawlessly performed the year prior. They printed the ship's newspaper daily while underway, made nametags for all crewmembers and the abundance of Distinguished Visitors who visited the ship while both inport and underway and engraved numerous plaques for dignitaries, re-enlistments, retirements, etc. In January 2000, the Print and Engraving Shops were transferred to Operations Department to establish a Media Center along with the Photo Shop.

All of the shops were busy throughout the entire PSA from March through August performing repairs to every division on the ship. This work included everything from weld services, to the manufacture of sheetmetal components, to machining. A total of 1232 jobs were completed in this six-month timeframe.

The Pipe Shop was starting to get involved in the very unpleasant task of unclogging piping associated with the heads on board. They were working round the clock to keep the piping clear. This is a necessary task that is always appreciated yet never anticipated. It all starts with a trouble call to DC Central. The Pipe Shop is informed of the blockage and takes the initiative to perform the repairs at all hours of the day and night. This will never end.

The Sheetmetal Shop was manufacturing items throughout the ship. Major work they performed was the building of a DC-Mart for DC Division, the complete enclosure of the Personnel Office that allowed the locking of records, and berthing compartment privacy bulkhead installations.

The Valve Shop came on line in June. They were immediately put to use repairing and hydrostatic testing valves. Their largest customer was Reactor Department who had numerous relief valves that needed testing and eventually repairs.

The Machine Shop became well known in March when they were able to complete repairs to a piping flange in the Main Machinery Room. This was the first attempt by the shop to perform an outside repair. They were able to complete the task in record time to allow a steam plant start-up for an underway. They continued to shine throughout the PSA with numerous pump overhauls and the manufacture of components for AIMD Department.

In March, the Weld Shop completed a piping weld repair for Number 2 Catapult. This weld had previously been repaired by NNS. It lasted only two weeks before the shop performed the repairs. That weld was still intact at the end of the year. Another piping weld was performed in November with the same flawless results.

In September both the Machine Shop and the Weld Shop combined to perform a repair that was talked about on board the ship and at CNAL as a standard for the fleet to follow. A CTG Steam Strainer had a broken Level One stud that needed extracting. The two shops were able to remove the broken stud in a matter of 4 hours and had the machine operating shortly thereafter to support flight operations. This exact same task had been performed by Newport News Shipyard on another SSTG during the PSA that took three days to complete.

The Carpenter Shop continued to manufacture plaques and support the PAO in his efforts to please the numerous distinguished visitors to the ship. They were able to complete the manufacture and installation of handrails for the Captain's ladder up to the 010 level.

The Motor Rewind Shop was transferred to Electrical Division in September to better serve the command. The electricians who had been operating the shop transferred along with the assets. This improved the overall capabilities because they had a whole division to pull bodies from and the proper leadership to support repairs.

As the year came to a close, the entire Repair Organization had performed a total of 3457 jobs on board the ship. With the amount of work required by all divisions, the Repair Officer is establishing a Self-Help Availability Program for the ship. Each department will be given a couple of months throughout the year to submit jobs for repair. This would be on a rotating basis and would act as a mini availability. Repair would order all parts, schedule all work and perform all repairs. This plan will be placed into affect in 2000.

Electrical Division - 1999 began and ended with the ship conducting Carrier Qualifications. Electrical General Services was busy ensuring operability of vital support equipment to include Aircraft Elevators and associated machinery. Hotel Services Shop labored long and hard to bring mess decks, galley and laundry facilities online and maintained at peak efficiency and significantly contributed to the ship winning the 1999 Captain Edward F. Ney award for food excellence.

The Power Shop identified significant design problems with installed UNREP control stations and spearheaded the development of effective watertight enclosures for the refueling station

electrical control boxes. The new design was ultimately accepted and approved by COMNAVIAIRLANT as a ship's alteration for all NIMITZ-class carriers.

During PSA 99, the division processed in excess of 2500 work permits that kept everyone busy for the entire yard period. The division led the ship through PSA by processing over 75 % of the entire work package for Newport News Shipbuilding.

In September 1999, the ship made its second foreign port visit to Halifax, Nova Scotia where "E" Division once again rigged the impressive friendship lights for our foreign hosts. During the five-day visit, the division supported small boat operation from dusk until dawn. Also, one of the Officer's PE boats was completely rewired by the Battery and Lighting Shop and fully tested during this period.

Upon returning to its homeport, the division assumed responsibility of Electrical Motor Rewind Shop from Repair Division. The newly acquired shop immediately went into production and performed class B overhauls on eight motors.

Prior to the Christmas holiday period, the division led volunteers from the entire command and decorated the ship for the Christmas Decorama '99. It was a superb effort by everyone involved in demonstrating the "TRUMAN Team" spirit. The ship won its second consecutive Christmas Decorama award for large ship category with the impressive lighting displays purchased for TRUMAN by the gracious people of Missouri.

Auxiliaries Division - 1999 began as 1998 ended, conducting Carrier Qualifications. For the first two months of the year the catapults and hydraulic work centers kept busy around the clock ensuring their equipment was always ready to support the ship's primary mission. This included the flawless operation of all Aircraft Elevators

March marked the beginning of Post Shakedown Availability (PSA); PSA was one, if not the, busiest time for the Auxiliaries Division. Several major equipment upgrades and repairs were completed during the availability. Vertical stores conveyors were upgraded with critical safety devices. Major alterations to the ship's refrigeration plants involved converting them from R-12 Refrigerant to R-134A Refrigerant. The ship's air conditioning plants received a critical upgrade when their pneumatic capacity controls were converted to electronic capacity control systems.

By the conclusion of PSA, more than 470 job items involving the ship's air conditioning system, low pressure steam system, replenishment at sea systems, aircraft elevators, low pressure air, potable water, galley and laundry equipment were completed.

A- Division also contributed to the Supply Department winning the Capt. Edward F. Ney award for excellence in food service, by maintaining all mess decks, galley and laundry facilities online and operating at peak efficiency. The division was responsible for correcting over 1000 trouble calls throughout TRUMAN. And last, but not least, based on the can do attitude of the personnel in A-Division and the willingness of all assigned to go the extra mile, TRUMAN received the Red "E" for Engineering Excellence.

BFIMA – The division developed and implemented a database for tracking all CVN-75 related ship alterations during New Construction and the Post Shakedown Availability (PSA). It also participated heavily in the advanced planning for the Post Shakedown Availability (PSA) including the development of a database for tracking all scheduled PSA work. Before that,

BFIMA provided expert coordination between Newport News Guaranty Engineers and Ships Force for all Guaranty Defect Records (GDR's).

Damage Control Division - During sea trials following PSA, DC Division successfully completed all aspects of the damage control portion of Flight Deck Certification including AFFF foam shoot and the testing of all flight deck and hangar bay nozzles and hose reels.

LEGAL DEPARTMENT

The Legal Department's primary mission in 1999 was to provide legal services to the command and crew in the form of legal counsel to the Commanding Officer, administration of military justice, directing and reviewing command investigations, and providing legal assistance as requested by the crew.

Military Justice - In 1999, 310 report chits were processed. Of the 310 personnel processed for CO's Non-Judicial Punishment, 242 received punishment from the Commanding Officer, 4 were dismissed by the Commanding Officer, 39 were dismissed by the Executive Officer at XOI, and 25 were handled at the department level.

The Legal Department prepared and processed 18 Summary Courts-Martial and 19 Special Courts-Martial, and 4 Article 32 investigations. There were also 2 administrative separations under Other Than Honorable Conditions in Lieu of trial by Courts-Martial processed.

Investigations - The Legal Department directed 47 investigations during 1999. In total, there were 34 Line of Duty determinations and 11 Command Investigations. The department also handled 2 Department of Defense Hotline Complaints and one Admiralty Law Litigation Report.

Administrative Law - The Legal Department processed 121 administrative separations, 3 military protective orders and processed 2 Medical Care Recovery Act Claims. Court continuances were also prepared for 202 military personnel on board USS HARRY S. TRUMAN (CVN 75).

Legal Assistance - The Legal Department assisted approximately 75 crewmembers in various legal matters including contract disputes, consumer related issues and wills. 170 powers of attorney were prepared and notarized.

MEDICAL

1999 was a remarkable year for the Medical Department - we transitioned from a pre-commissioned ship to an operational ship. A mission statement was established, which is TO MAINTAIN THE HIGHEST STATE OF CREW READINESS THROUGH EXPERT HEALTH CARE AND PREVENTIVE MEDICINE SERVICES UTILIZING ETHICAL PROFESSIONAL PRACTICES FROM OUR MEDICAL STAFF AND STATE OF THE ART TECHNOLOGY. We evolved from being 60% ready to being 100% manned and ready; successfully stood up and outfitted a 60 bed facility, consisting of 3 ICU beds, 2 quiet rooms, 2 treatment rooms, 1 OR bed and 1 aviation medicine room. Staffing during our 1999 year was as follow: 15 personnel transferred, 14 personnel reported, and 27 remained. There were two new accessions to the fleet, a Physical Therapy Technician and a Psychology Technician. Our Physical Therapy Technician saw a total of 129 patients between September and December. Our Psychology Technician

assisted with 17 patients. We modified our medical department and upgraded our space utilization from 1 administrative office to 3 administrative offices, which improved customer access to care and services. We outfitted other offices with workstations.

The Preventive Medicine (PM) division was inspected twice by AIRLANT for their annual Birth Month Recall/Medical Records, received a 96% compliance rate. This division has demonstrated sustained performance, for the second consecutive time, they received the highest score on the waterfront for AIRLANT Carriers. PM trained and inspected the Food Service department (S2 division). This assistance helped the S2 division receive the 1999 NEY Award for food service excellence.

The Radiation Health Program under went several inspections: 5 assist visits; 1 internal audit; and 1 external audit. The program received a grade of above fleet average.

We held over 150 medical training drills, including general quarters, mass casualty, medical emergency, and contaminated injured person.

CAAC was newly adopted by the medical department and is a two-person division. They provided alcohol and drug assistance to over 142 crewmembers. This office conducted 7 Impact (level .05) classes, a 3-day workshop; three level I outpatient treatment, a two-week workshop; completed 68 clinical preceptor supervision and training hours and conducted 3 perspective counselors screenings.

During the year the department evaluated 10,096 outpatients and 47 inpatient visits. Additionally, 139 same day surgeries and 12 surgical procedures were completed. Also, the following other services were offered:

1) Prescriptions filled	22,677
2) Immunizations	4,350
3) PPD's	2,942
4) Laboratory tests	12,825
5) Radiographs	2,587
6) Audiograms	2,068
7) Physical examinations	1,637
8) Consultations	869

Health promotion was brought to the deckplate. LCDR [REDACTED] coordinated the assistance of a health promotion specialist/dietician from Naval Medical Center Portsmouth to assist with the level I program. A total of 125 crewmembers were seen for level I, in which 22 crewmembers received effective one-on-one nutritional counseling.

NAVIGATION

In 1999, TRUMAN's Navigation Department continued to achieve astounding levels of readiness and professional competence both underway and inport. After a JAN/FEB fleet CQ period, TRUMAN made history with the first carrier landings of the F-18 E/F Super Hornet. After a 3-day Tiger Cruise (TRUMAN's first) she returned to her birthplace at Newport News Shipyard for a five month PSA (Post Shakedown Availability).

1999 also marked the expansion of the inport watch organization from six to eight sections. While expanding, the 90 officers and nearly 1100 enlisted personnel maintained their reputation as the sharpest on the waterfront in keeping with the ship's motto "The Buck Stops Here".

As unlikely as it may sound, Navigation continued to hone their *underway* skills, while made fast to the pier for 5 months. An aggressive training program was possible through the efforts and leadership of Navigator, CDR [REDACTED] and ANAV, LT [REDACTED] TRUMAN's unique Smart Bridge System when used in a training mode, enabling the Officer and Enlisted Bridgeteams to train with all of the indications and coordination they would normally have underway with the exception of the visual cues out the windows. This training was further supplemented by four 3-night sessions at Marine Safety International. Following the PSA and a respot to NOB, TRUMAN got underway for Sea Trials with an ease and confidence as if they had just returned from a six-month cruise.

New Assistant Navigator, LT [REDACTED] arrived in June prior to Sea Trials to take over the qualification program which ATG had already termed "the most rigorous watch officer training program in the fleet". Flight Deck Certification, a hurricane sortie and several CQ periods followed TRUMAN's successful Sea Trials for both Fleet and CNATRA squadrons. TRUMAN's first foreign port visit also came in 1999 with a 4-day anchorage and liberty call in Halifax, Nova Scotia during the October CQ and group sail.

CVN 75's First Commanding Officer, Captain Tom Otterbein, made his last underway with USS HARRY S. TRUMAN in early November and was relieved by Captain David Logsdon on 19 NOV 1999. TRUMAN made her first sail with her second CO from 3-14 DEC 1999. For Navigation and the Bridgeteam, the highlight the underway was a flawlessly executed inbound Sea and Anchor Detail and the confidence their new Captain had in them under conditions of extremely low visibility.

The Bridgeteam marked 1999 and Navigation's flawless execution of 19 restricted water passages, 8 Precision Anchorages, 6 UNREP's and over 20,000 nautical miles sailed without incident.

OPERATIONS DEPARTMENT

Embarked Flight Hrs: Fixed Wing (Day/Night): 1678.5/550.0
 Helo (Day/Night): 479.4/202.7

Fixed Wing Traps: (Day/Night): 3733/899

Helo Landings: (Day/Night): 327/162

OA Division – Manning increased to 17 enlisted and one officer during the year. Four of the enlisted were successful strikers. The division received the first carrier installation of the powerful NITES 2000 sweep of environmental data processors, replacing the interim TESS-3(NC).

OC Division – Carrier Air Traffic Control Center (CATCC) conducted over 2,700 Case III approaches with no mishaps. AC1(AW) [REDACTED] was nominated as the ship's representative for the COMNAVAIRLANT 1999 Air Traffic Controller of the Year.

OI Division – OI Division focused on professional and in-rate training. This intense effort led to an advancement rate of 70% during the March and September Navy wide advancement exam cycles. The AAW module logged over 500 live intercepts. The SUW module and Tactical

Operations Plot proved crucial to the safe navigation of the ship during both routine and special operations. LT [REDACTED] qualified as Tactical Action Officer.

OM Division – OM Division conducted numerous USW exercises including an ASWEX with Canadian MARPAT and a Canadian Submarine. NIXIE was deployed twice successfully in testing and acceptance trials.

OP Division – OP Division spent most of 1999 managing equipment procurement and system upgrades that increased Photo Lab capabilities and efficiency. SPAWAR System Center C4I Programs Office (SCC C4I) provided assistance in the installation of the Digital Photo Lab (AN/UYQ-78(V)2A) which included new Pentium II 450mhz computers with 512MB RAM, Ultra-wide LVD SCSI-II controllers, 18 GB hard drives, and powerful software packages. Photo Lab personnel installed an AVID non-linear video editing system, enabling the ship's videographer the capability to produce high-quality video products ranging from short informational clips to longer training pieces for use aboard ship. Also acquired was the Video/Audio Storage and Transmission-portable (VAST-p) video transmission device. This system will allow the ship to transmit short video clips back to Joint Combat Camera Center and subsequently to CHINFO while at sea. Coupled with the AVID, VAST-p represents a significant step forward in the Photo Lab's mission of providing high quality, timely imagery to command and control decision makers throughout the world 24 hours a day, seven days a week. The ship's Draftsmen were officially transferred from OZ Division to OP Division in September.

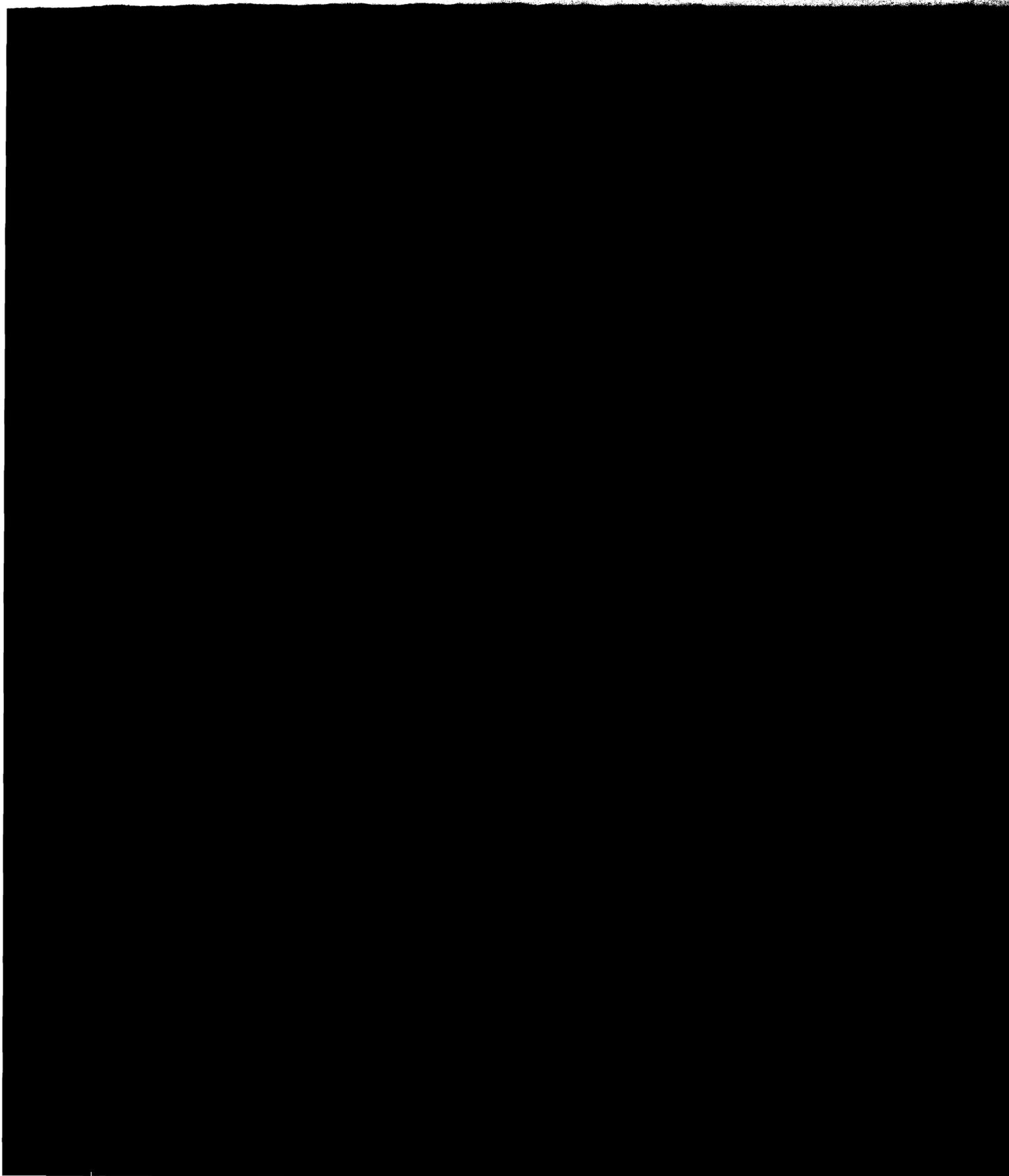
In total, more than two thousand rolls of film were shot and processed and 40,500 color prints were produced during the year. Production was more than double in the next year as air wing assets move aboard and the ship goes through her work-up cycle in preparation for its first deployment.

OS Division – OS Division's operational focus was on professional development and training of its personnel. The BUCCANEER local monitoring station de-installation was completed. Work was ongoing involving the installation of the BGPHEs collection system. OS Division personnel augmented USS ENTERPRISE (CVN 65) during her early 1999 deployment.

OW Division – OW Division conducted many electronic warfare exercises including seventeen C2W exercises and three successful ULM-4 range calibration events. AFWTF & FACFACS Norfolk provided electronic warfare training support.

OZ Division – OZ Division continued preparations for upcoming work-ups. CVIC Standard Operating Procedures were developed and work centers were manned for 24 hour a day operations underway. System installation was a major focus as the Intelligence Center was reconfigured to the new COMNAVAIRLANT design standards. Increased capabilities which the new design standards provided included SIPRNET connectivity, DCRS, TOPSCENE, TAMPS, and GCCS-M. OZ Division provided daily intelligence briefs, HOD's briefs, and key intelligence support to the CSTT. Personnel from the division filled operationally critical billets in other commands in support of Operation Northern Watch (Incirlik, Turkey), USS

THEODORE ROOSEVELT during Kosovo strike operations, and USS DWIGHT D. EISENHOWER during its COMPTUEX/ JTFEX.



SAFETY DEPARTMENT

USS HARRY S. TRUMAN (CVN 75) is the Navy's newest super carrier, commissioned 25 July 1998. Already in the ship's short life, many accomplishments have been achieved that are worthy of recognition but none greater than its outstanding safety record. A truly effective and proactive safety environment resulted in zero Class A or B mishaps on board TRUMAN. No significant injury or property damage occurred in calendar year 1999 including a five-month Post Shakedown (PSA) and six separate operational at-sea periods. The commitment to doing everything safely is practiced throughout the chain of command from the Commanding Officer to the airman running chocks and chains on the flight deck. The principles of Operational Risk Management (ORM) are prevalent in every aspect of shipboard operations and off-duty behavior. ORM is emphasized at every safety brief from entering port to planning General Quarters to divisional training. ORM is not a buzzword on TRUMAN but rather a way of doing business smart and safe. TRUMAN's environmental record is spotless because ship's personnel take their job as environmental stewards very seriously and ensure that all shipboard waste is disposed of properly. In CY 1999, the ship met every challenge head on and accomplished it safely and with superb professionalism. As TRUMAN prepares for its first deployment in November 2000, you can be assured those practices, beliefs and successes will continue.

SUPPLY DEPARTMENT

Supply Department had a record-breaking banner year in 1999. From the Ney, Best Sales and Services Awards and all Outstandings on the ship's first SMA to getting the ship fully loaded out for at sea operations all Supply hands make a significant contribution to the ship's readiness.

The following Senior management turnovers occurred in 1999:

CDR [REDACTED] relieved CDR [REDACTED] as SUPPO in February 1999

LCDR [REDACTED] relieved LCDR [REDACTED] as PAL in March 1999

LCDR [REDACTED] relieved LCDR [REDACTED] as ASUPPO in July 1999

LT [REDACTED] relieved LT [REDACTED] as PAS in October 1999

S-1 Stock Control - FISCAL YEAR 1999 was an outstanding year for Stock Control Division (S-1). The first ever Supply Management Assessment (SMA) was conducted by COMNAVAIRLANT, Demand Data from two carriers were loaded, first annual Q-COSAL was implemented, and numerous offloads and reorders were executed.

With the first ever SMA for USS HARRY S. TRUMAN, S-1 division personnel spent numerous hours of preparation. The hard work paid off when the inspectors awarded S-1 Division an overall grade of OUTSTANDING.

With the deployment approaching, S-1 processed the post-deployment demand data transfer from two carriers establishing ship's stock baseline for consumables and repair parts. Newly established items were then ordered and excess material offloaded.

S-1's role in the Blue "E" competition is significant, managing the majority of the Pulse Points for the department. The Blue "E" is awarded to the best supply department among COMNAVAVIRLANT ships and Pulse Points are how they are measured for their effectiveness. S-1 division has met and surpassed the majority of the TYCOM Goals and is in the running for the Blue "E".

S-1 challenges for Y2K are the huge turnover of personnel, transferring mostly in the summer and new software replacing SUADPS.

S-2 Food Service (General Mess) - The Food Service Division started out the year 1999 by celebrating the one-year anniversary of the galley's grand opening by hosting a "food show extravaganza" which featured over 55 different food items. Also in January while underway, the Hangar Bay became the site of the greatest Super Bowl party ever seen on any ship while at-sea. The whole crew gathered to watch the Super Bowl and eat great food that set a new standard for Super Bowl Sunday. On 28 January, a message from the Secretary of the Navy was released with the results of the FY99 Captain Edward F. Ney Memorial Award results which the USS HARRY S. TRUMAN was selected as "WINNERS" in the Aircraft Carrier division.

During the month of February the Food Service Division served several special meals which included a Black History Month ethnic meal and a Caribbean Meal, both were complimented with the infamous "Ice Cream Social."

March was an especially busy month as the Food Service Division as they started out by hosting the very first "Boss's Night Out" meal. During the same underway period, CWO4 Cole and 10 Mess Management Specialist's flew to San Diego to accept the NEY AWARD trophy. As they were collecting the trophy, the rest of the division stayed behind and prepared a Pizza and Soda night on the Hangar Bay as they watched the "HOLYFIELD vs. LEWIS" fight on the theater size screen. Later in the month, the TRUMAN hosted its first ever Tiger Cruise. Once again, the Food Service Division turned the Hangar Bay into a "Food Festival" as they prepared and served a variety of over 60 food items.

The month of April saw the ship pull back into the Newport News Shipyard for Post-shakedown Availability (PSA) a 4-month period. The division moved its entire operation to the forward galley as they started construction on the new "CHILI BAR/FIRST CLASS MESS" layout. During the months in the yards, the division was limited to the amount of "extras" that they could give the crew but they did complete the "self help" project in the dry provision storerooms of installing fluorescent lighting and painting everyone of them.

In the month of August, the operation moved back to the Aft Galley/Mess Decks with a huge Grand Re-opening Celebration meal. August also saw the TRUMAN host the proto-type "Chef-to ship Training Program" which has now been implemented throughout the fleet.

In September, we celebrated Hispanic Heritage with a special meal planned and prepared by volunteers from throughout the command. Construction began on the "Cyber- Café" on the mess decks and will soon be a morale booster for all to enjoy in the future.

In October, the ship pulled into Halifax, Nova Scotia and the TRUMAN Food Service Division hosted a Sunset Parade reception in the Hangar Bay for local dignitaries and Government Officials. October was also the month that the TRUMAN's Food Service Division was selected as one of COMNAVAVIRLANT'S finalists in the FY 2000 Captain Edward F. Ney Memorial Award competition for the second straight year.

In November, the final inspection for the NEY Award was performed with high anticipation from the crew that we will win for a second year in a row. November also saw the ship's first Change of Command and the Food Service Division welcomed the new Captain with a "Food Feast" never seen before on any other ship. The year/millennium ended with the Traditional Thanksgiving and Christmas Day meals served in the infamous TRUMAN style.

S-3 Ship Store - S-3 is presently manned with 27 Ships Servicemen, which is only 50% of our authorized manning. Regardless of manpower shortages; since the crew moved aboard 12 January 1998, S-3 division has established and continued the tradition of providing top-notch customer service to the crew of the USS HARRY S. TRUMAN.

The Ship's Store Division won the Best Sales and Service Award for 1999. The division was presented the award on 23 November 1999 at the Best Sales and Service Breakfast. On 1 October 1999, LT [REDACTED] was relieved of his duties as Sales Officer by SHCM (SW/AW) [REDACTED]. The 1999 fiscal year Ship's Store sales totaled \$782,605.00 and Vending sales totaled \$237,420.00. Thus, S-3 Division turned over \$160,000.00 in profits to the Morale, Welfare and Recreation Fund to the crew.

In November 1999 S-3 Division closed out their books and implemented a new updated Resales Operation Management System (ROM II). The USS HARRY S. TRUMAN is one of the first ships to implement this new ROM II System. Also, during the time of this ROM II implementation, a new hot water heater was installed in the ship's laundry. While the ship's laundry was down S-3's laundry carried 4000 pounds of laundry to the USS THEODORE ROOSEVELT, in order to accommodate the crew.

S-3 has expanded their Ship's Store operation by providing two phone card machines and two change machines. Also, work will begin on 02 level Ship's Store. Video games will be installed and ice cream will be sold.

Despite being undermanned, USS HARRY S. TRUMAN continues to provide outstanding customer service. S-3 Division has expanded its Ship's Store Operation and plans on increasing the morale and quality of life even more for the year 2000.

S-4 Disbursing - In October 1999, Naval Standard Information Processing System (NSIPS) server and LAN drops were installed in the disbursing office. NSIPS will be the new Pay and Personnel processing system and will replace the Defense Joint Military Pay System (DJMS) currently employed. Personnel, Legal, Captain's Office are among others who will have computer terminals connected to the NSIPS server.

In December 1999, Disbursing Office was granted authority by Defense Finance and Accounting Service (DFAS) Cleveland to correct rejected documents on-line. The System for the Management of Rejected Transactions (SMART) allows for quick and accurate processing of rejected pay transactions using direct on-line communication with DFAS.

DK1(AW) [REDACTED] was selected as Supply Department "Supervisor of the Year" for 1999. Ensign [REDACTED] relieved as DISBO in June 1999.

S-5 Wardroom Operations - Numerous changes occurred in 1999 in the Wardroom Division: Wardroom 1 and 2 were completely renovated. Booth seating was placed in WR #1. Wallpaper was applied as well as brass chair rails. An entertainment center was built in WR 1 and all food service equipment was removed from the dining area. The middle floor was remodeled and new

food service equipment was installed. Also, a divider was installed between the beverage line and the dining area. Wardroom 2 had new food service equipment installed as well as wall paper and brass chair rails placed.

The new DESRON Alley was built from 3 individual staterooms. It was built into an office space, living quarters and private head to accommodate the DESRON Commander. A new Stateroom Office was built at 03-34-4-L. Furnishings and storage cabinets have been added to accommodate the stateroom staff.

The Flag Galley had new food service equipment installed, as well as a sideboard built in the dining area. The Flag mess was utilized for several special functions such as the Change of Command Distinguished visitors brunch and also for the embarked staff.

The Wardroom hosted numerous VIP receptions including Under Secretary of the Navy VIP Dinner, Tennessee Congressman Dinner, several Dignitaries from Missouri, CNN correspondent DV Dinner, as well as other numerous significant receptions.

LTJG [REDACTED] became the fourth Wardroom Division Officer.

S-6 Aviation Stock Control - The Aviation Stores Division (S-6) had a solid year in 1999. There have been numerous milestones covered during this period.

One of the milestones reached during the period included completely refurbishing S-6 repairable storerooms relocating over 1,300 DLR's with zero discrepancies. Inventory validity of DLR's has consistently remained at 100% since that time. The division aggressively completed a yearlong, wall-to-wall consumable and repairable inventory in September '99 with results meeting or exceeding TYCOM validity standards. During this same period an offload of over \$1M in excess material was conducted ensuring the most efficient utilization of available storeroom space.

In July of 1999 Fleet Automated Carcass Tracking System (FACTS) was implemented providing a mechanism to better track retrograde Depot Level Repairables being turned over to the local ATAC Hub. Meticulous management of carcass tracking resulted in zero carcass charges in FY '99. S-6 successfully cross-decked over 6,000 repairable parts from the USS NIMITZ to fill AVCAL allowances. In September of 1999 the remaining repairable deficiencies were ordered filling over \$21M dollars in deficiencies that remained after the NIMITZ cross-decks.

An exhaustive onload of over 17,466 AVCAL consumable line items were loaded based on demands generated on USS ENTERPRISE. This project resulted in better support for the supported airwing and AIMD. Through intensive validation of requirements and demand data, Aviation Supply Effectiveness has been increased to well above TYCOM standards. In November S-6 successfully converted Depot Level Repairables to Navy Working Capital Fund (NWCF) accounting procedures. This conversion involved numerous man-hours in file maintenance and validation that resulted in a smooth conversion.

S-6 has played an integral part in numerous ship and airwing evolutions over the past year including a Post-Shakedown Availability, Sea Trials in Aug '99, Flight Deck Certifications and Sept/Dec CQ's. During this time we operated with numerous aircraft squadrons including: VF101, VFA 106, VR 2, VFA 105, VF 211, VRC 40, VAW 121, VS 31, VAQ 209, VX 9, VX 1, HS 75. Utilizing a focussed approach to aviation logistics we were able to successfully complete all flight operations with zero crane-offs required.

S-6 Division remains prepared to face all the challenges that await in the new year with the upcoming NALCOMIS OPTIMIZE implementation; deployment work-ups and maiden deployment. Our focus has and always will be to "Keep 'em Flying". LT [REDACTED] relieved as S-6 in July 1999.

S-8 Material Control - After earning an OUTSTANDING grade during the December 1999 SMA, the Material Division commenced fine-tuning their stock location and inventory accuracy. Faced with incredibly low accuracy figures from the ship's initial load out events, focus turned to getting stock accuracy to where it needed to be. During our PSA period in Newport News, this issue was attacked with dramatic results. After many months of grueling effort by the S8 team, location and inventory validity figures have been increased over 100% in some cases. Every one of our 32 storerooms exceeds our Type Commander's goals, and we have been singled out by them as having the best maintained and most accurate storerooms of any Atlantic Fleet Carrier. This feat was accomplished within 6 months for over 30,000 line items.

Also during PSA, simultaneous with the above project, the division was faced with excess material – over 1,200 full pallets worth, with no predetermined disposition. Our Suffolk warehouse team had the unenviable task of finding a proper home for all of this material. They performed superbly, helping out dozens of Atlantic Fleet units by transferring scarce materials to them, and saving them millions of dollars in the process. It was very rewarding to see so much good come out of this monstrous tasking. S8 successfully turned the warehouse over to Newport News in July, nearly 1 month ahead of schedule. Another victory for S8.

That's what we did for our summer PSA stint. Back out to sea, where we belong, we carried on our routine Supply business – serving the ship and embarked staff and squadrons, helping them to do what they do. We were constantly loading hundreds of pallets of stores weekly - contractor material for the dozens of retrofit projects, food, stock material, and anything else too big for someone to carry. We loaded out squadrons, Christmas decorations, aircraft components, radar dishes, etc. And we did it right and we did it safely. And most of all we had fun doing it!!!

S-9 Hazardous Material Management - Impressively, the S-9 Division saw over 30,000 requisitions throughout 1999. 10,000 of those requisitions came within a 3-month window towards the later part of the year as the TRUMAN saw numerous week to two-week long excursions. Several squadrons expressed gratitude towards the division for its commitment and expertise.

1999 also saw many improvements and changes for the S-9 Division. Ecolab products were brought fully on line resulting in 69 line items of cleaning material being replaced by 11 products at a total cost savings of over \$300,000. All HAZMAT spaces except for the forward paint locker had One-Step floor coating applied which have decreased the amount of man-hours required for upkeep. S-9 was also chosen to be the Beta Test platform for the Windows based HICS program. Unfortunately real-life testing on board an aircraft carrier proved to be too much for the program and within 3 weeks it was no longer operable. This was not before members of the division made several crucial suggestions for changes to the program that will be implemented.

1999 also saw the shipboard Environmental Compliance Award Package being submitted to the SECNAV and CNO. TRUMAN's package was COMNAVAIRLANT's number one

choice out of all it' carriers to represent the East Coast. Results are still pending for the final results. The Safety Department and HAZMAT Division coordinated efforts and produced a power point presentation that successfully showcases several outstanding programs from the HARRY S. TRUMAN.

Currently S-9 is ramping up for deployment. Deployment will be the ultimate test of readiness for both the ship and the S-9 Division. The division is working hard now to ensure that we meet the challenge.

S-10 Quality Assurance - Four Sailors man up the QA division. The QA team members were selected because they are highly motivated and enthusiastic. These individuals are knowledgeable and review supply manuals and instructions to enhance their understanding of procedures. The team is responsible for checking inventory validity, ensuring supply procedures are adhered to, and operational readiness of the ship is achieved by way of a sound and solid Supply Department. Twenty-seven monthly audit reports and nine quarterly audit reports are meticulously completed. Eleven additional reports are done monthly to ensure the Supply Department meets Commander Naval Air Force Atlantic Fleet (CNAL) goals. Sample inventories are performed monthly to make sure SUADPS-RT matches stock and readiness percentages meet CNAL goals. Additional checks are implemented whenever needed. To date the team has performed over one thousand spot checks. The QA team goal is to assist, train, and promote cooperation and communication between all divisions of the Supply Department.

In 1999 the Quality Assurance Division has standardized the Supply Department audits that are performed. We have worked into a routine of working sample inventories and location audits along with accomplish supply audits. We also complete all spot checks for S-1 division and any requisitions which are warehouse refusals. QA is made up of 4 personnel, the division officer, leading petty officer and two team members. We work as a team and ensure the Supply Department is within TYCOM goals. Several issues have been identified and the discrepancies have been rectified quickly and without much notice.

S-11 CPO Mess - The Chief Petty Officer Mess had a very busy 1999. ICC(SW) [REDACTED] became the third CPO Mess Caterer when he relieved MMC(SW) [REDACTED] in September. The CPO Mess is up to full speed operating with an MS1, two MS2's, 3 MS3's and 18 Food Service Attendants TAD from other departments. The mess is serving nearly 1000 meals a day underway. A new A-la-Carte menu has been implemented during the week for the evening meal and lunch and dinner on the weekends, featuring steak & lobster and 26 other items. The CPO mess also manages 13 berthing, six heads, two passageways, and two storage spaces. The CPO Mess now has 203 members after welcoming 35 new CPO's from the Navy wide E-7 advancement exam. The Mess is operating a \$45,000 monthly budget.

S-12 Post Office - TRUMAN was selected for numerous Postal pilot programs due to post office's outstanding reputation. These programs included testing a new way Navy ship post offices conduct business for the future. One program is called the Military Origin Destination Information System (MODIS), it is used to measure the transit times for mail being uploaded from the major mail gateways of debarkation to the port of entry. This modification allows the post office to ascertain the data on mail received and forward it to the appropriate postal service channels, resulting in maximum postal operation efficiency in meeting all postal operation.

During the remainder of the year, the post office is known as the best operations, we received a grade of outstanding during the FY99 SMA. Lauded as the "best" on the waterfront by CINCLANTFLT inspector.

SS-40 Maintenance and Damage Control - The Damage Control and 3M Division consistently maintained a 98% RAR and ACF during 1999. A rate well above COMNAVAIRLANT requirements. The Division is responsible for maintenance in all 746 Supply Department spaces with damage control equipment. During 1999 numerous major projects were accomplished including, 1700 EEBD's with the new OCENCO brand for the department and setting up of new gas mask for a department of 425. The division was responsible for monitoring and solving any maintenance problems from all 13 divisions within the department. The hard work and dedication of the 11-man division has allowed the department to operate at high equipment and damage control readiness state.

TRAINING DEPARTMENT

Integrated Training Team (ITT) - During the Shakedown Cruise, the ship's ITT coordinated the first two fully integrated General Quarters (GQ) drills, with players from Damage Control Training Team, Combat Systems Training Team, Medical Training Team, and Seamanship & Navigation Training Team. A third GQ drill held during the January/February FRS CQ incorporated the Power Plant Drill Team. GQ drills during the Shakedown cruise placed the ITT well ahead; seven months prior to TSTA and one and a half years prior to work-ups, as they are currently scheduled.

Training Management System (TMS) - Since implementing TMS three years ago, the Training Department has processed over 2,300 service records, carefully recording any schools, courses, or Personnel Qualification Standards crewmembers completed prior to reporting on board. The system continues to track training for TRUMAN Sailors after they report to the command. Over 3,000 newly completed courses have been entered into the system, and it is currently being updated to track PQS in order to increase its usefulness for Training Petty Officers. PQS inputs have been completed for 40 divisions in 10 departments.

Well over 600 service records have been processed since the ship's commissioning. 511 new courses have been entered for Sailors attached to the TRUMAN.

School of the Ship (Indoctrination) - 2,481 Sailors have graduated since the inception of School of the Ship on January 12. This sum reflects 115 Officers, 149 Chief Petty Officers, 1,096 Petty Officers, and 1121 Non-Petty Officers. School of the Ship was renamed Indoctrination on the date of the ship's commissioning. 394 TRUMAN Sailors attended Indoctrination from January 25 through December 31. Of this, 174 are graduates of the Basic Living Value Education (BLVE) program for sailors E- I through E-3.

Quota Control - Training Department's Quota Control Division is responsible for obtaining quotas, forwarding clearances, and generating no-cost orders for TRUMAN Sailors attending CANTRAC schools. The division continues to track schools through their completion and ensures they are registered in TMS. 3,406 quotas have been obtained in the history of the command, 511 since the ship's commissioning.

TAD Division - The TAD Division has been responsible for the budgeting of \$120,000 since 3rd Quarter FY 1996 to meet the training and travel needs of 17 departments. Careful management of OPTAR funds is essential in ensuring that all departments are fairly afforded the opportunity to train personnel as required for the maintenance and operation of the carrier and her numerous systems.

Personnel Qualification Standards (PQS) - Since September 1997, the Training Department has developed the command's PQS program to include auditing, tracking, and assisting Training Petty Officers in managing PQS for all departments. Tracking of ship-wide qualifications have assisted the Engineering Department in ensuring that the entire crew receives training essential to safety and readiness. The percentage of the crew qualified on time in Basic Damage Control and Maintenance and Material Management has been kept well above fleet averages since the onset of PQS reporting. Regular and assist audits for each department have helped to train Division Training Petty Officers to manage training in accordance with Navy-wide and Type Commander instructions and ensured timely entries of all PQS qualifications into personnel service records.

WEAPONS DEPARTMENT

Weapons Department's major accomplishments during calendar year 1999 include the establishment of five divisions, integrating seven ratings, training and qualifying numerous arm brow security watches, weapons elevator and forklift operators and ordnance handling teams. Each and every evolution produced superb results, and further provided an opportunity to sharpen our "war-fighting skills." The many hours dedicated to training paid off during various CINCLANTFLT and COMNAVAIRLANT assist visits, all evolutions were lauded as "outstanding" by inspectors and observers alike. Despite a 30% manning shortage, Weapons Department continues to make significant contributions to the combat readiness of HSTBATGRU.

G-1 Division (Flight and Hangar Deck) - Transitioned with ease from a PRECOMUNIT to an operational fleet asset. Trained and qualified 67 divisional Sailors in flight deck operations, conventional ordnance handling, small arms, EE and Diesel forklifts, CPR, DC, 3M, QA Craftsman, and Weapons Elevator Operators. Supported, the carrier qualifications for fleet and reserve aircraft squadrons, carrier suitability testing of the F/A-18E/F Super Hornet aircraft, and a six-month Post-Shakedown Availability maintenance period in Newport News Shipyard. As of 31 Dec 99. Completed qualifications in the following areas: 96% Ordnance Certification, 95% CPR, 92% 3M Maintenance Person, 56% QA Craftsman, 50% EE Forklift Licenses, 88% Elevator Operator Licenses, 94% Basic DC. Completed the following assist visits, Airborne Weapons Support Equipment work-center received an outstanding grade during COMNAVAIRLANT's, Aviation Maintenance Management Team Review, noting flawless record keeping and maintenance procedures on approximately 2500 items of support equipment. The Forklift work-center also received outstanding grades from CINCLANTFLT's Ordnance Handling Safety Team, in their licensing and training programs. The forklift shop successfully reworked and weight tested 30 EE forklifts and their instructors have taught and licensed over 170 explosive forklift operators. The Flight Deck work-center successfully trained and qualified ten personnel in flight deck operations and rehabilitated three magazines, 7 ordnance jettison

lockers and two aircraft cartridge lockers. The 3M/Damage Control Work-center superbly accomplished over 1300 scheduled-unscheduled maintenance actions during calendar year 1999.

G-2 Division (Armory) - Ship's Armory provides oversight for 35 magazine sprinkler systems, conducts weaponry training and provides guidance to protect both internal and external boundaries of USS HARRY S TRUMAN (CVN 75). All were accomplished through an intense qualification training syllabus for 723 personnel on the 9MM pistol, 12 Gauge Shotgun and M-14 Rifle. Twenty-five familiarizations exercises were also conducted utilizing both .50 caliber mounts and the M-60 Machine Guns. In addition, both Navigation and Weapons Flight Deck personnel were qualified in the proper use of MK 79 Personnel Distress Signals.

G-3 Division (Bomb Assembly) - Successfully completed 12 pier-side ammunition on-loads and well as numerous weapons detachments to Naval Station Roosevelt Roads, Puerto Rico and Luke Air Force in Arizona, in support of Carrier Air Wing SEVEN and various unit level tasking. Additionally, over 75 ordnance handlers completed an intense ordnance qualification/certification process. Furthermore, 68 ordnance handlers received the required training and were licensed as Forklift Operators, and 69 were trained and qualified as Weapons Elevator Operators.

G-4 Division (Weapons Elevators) - Qualified 151 personnel as Elevator Operators/Safety Observers and TRUMAN's first warfare qualified Third Class Petty Officer. Coordinated seven key maintenance improvement jobs during PSA period. Readiness and service life were bolstered through modifications implemented on electronic filters, coolant flow lines, elevator ramps, and piston rod retainers. Emergent repairs were also performed on lower stage hydraulic retractable rails, a parted governor control cable, and cost saving repairs to a ballistic hatch. The division's hard work was key to the successful completion of 12 ammunition on-loads and numerous drills and ship-check evolutions for both final contract and general sea trials.

G-5 Division (Aviation Weapons Movement Control Station) - Coordinated 12 ordnance on-loads and assigned numerous ordnance handling personnel for various unit level detachments and Commander Carrier Air Wing SEVEN. Requisitioned over 179 tons of high explosive munitions and 16.9 tons of training munitions during this past calendar year without incident. Provided Magazine Arrangement Planning Aid Training for 79 personnel and coordinated the entire department's efforts with the training, qualification and certification for 217 ordnance handlers.

- END -