



DEPARTMENT OF THE NAVY
USS HARRY S. TRUMAN (CVN 75)
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From: Commanding Officer, USS HARRY S. TRUMAN (CVN 75)
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1. Per reference (a), enclosures (1) through (8) are forwarded.


D. L. LOGSDON

USS HARRY S. TRUMAN (CVN 75) Mission and Organizational Structure

“The mission of USS HARRY S. TRUMAN is to provide a sustainable forward presence and conventional deterrence in peacetime; to operate as the cornerstone of joint/allied maritime expeditionary forces in times of crisis; and to operate and support aircraft attacks on enemies, protect friendly forces and engage in sustained independent operations during war in support of U.S. interests and commitments.”

2001 was a momentous and busy year for the USS HARRY S. TRUMAN (CVN 75). During her maiden deployment, HARRY S. TRUMAN made a name for itself amongst the fleet by demonstrating sustained superior performance. Responsive, flexible, forthright and efficient, the HARRY S. TRUMAN Team is a true credit to our namesake.

The largest and most technologically advanced NIMITZ-class aircraft carrier ever built, the HARRY S. 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, HARRY S. 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, HARRY S. 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 for the third consecutive year. Other measures taken by HARRY S. 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.

HARRY S. 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.

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 HARRY S. 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 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

USS HARRY S. TRUMAN (CVN 75) Organizational Structure

Commanding Officer	CAPT David L. Logsdon
Executive Officer	CDR J.R. Haley (Jan-Jun) CDR Ted Carter (Jun-Dec)
Command Master Chief	CMDCM(SW/AW) Michael P. Driscoll
Administrative Officer	LCDR [REDACTED]
Aircraft Intermediate Maintenance Officer	CDR [REDACTED]
Air Officer	CDR [REDACTED] (Jan-Jul) CDR [REDACTED] (Jul-Dec)
Chief Engineer	CDR [REDACTED]
Command Chaplain	CAPT Jessie R. Tate (Jan-Jun) CDR [REDACTED] (Jun-Dec)
Command Judge Advocate	LCDR [REDACTED]
Combat Systems Department	CDR [REDACTED] (Jan-Jul) CDR [REDACTED] (Jul-Dec)
Dental Officer	CDR [REDACTED] (Jan-Apr) CDR [REDACTED] (Apr-Dec)
First Lieutenant	LCDR [REDACTED]
Medical Officer	CDR [REDACTED]
Navigation Officer	CDR [REDACTED]
Operations Officer	CDR [REDACTED]
Public Affairs Officer	LCDR [REDACTED]
Reactor Officer	CAPT Arthur S. Mobley (Jan-Jul) CDR [REDACTED] (Jul-Dec)
Safety Officer	CDR [REDACTED] (Jan-Jun) CDR [REDACTED] (Jun-Dec)

Supply Officer

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

Training Officer

LCDR [REDACTED] (Jan-Jun)
LCDR [REDACTED] (Jul-Dec)

Weapons Officer

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

USS HARRY S. TRUMAN (CVN 75) Historical Narrative

USS HARRY S. TRUMAN completed a historic transit of the Strait of Hormuz Jan. 1 and her presence in the Arabian Gulf was a demonstration of the United States' commitment to peace in the region. Combat credible forces manifested in Team HARRY S. TRUMAN acted as a deterrent, and if necessary provided flexibility for crisis response or to project power when called upon by the National Command Authority.

According to Vice Adm. Charles W. Moore, Jr., Commander, U.S. Fifth Fleet during a visit the carrier on Jan. 2, the continuous presence of a U.S. Navy battle group in the Middle East is vital to regional and global wellbeing. "Our nation depends, for its long-term security, on peace and stability in this region," he said. "The United States depends on the deployment of this battle group to maintain the regional stability."

The presence of the HARRY S. TRUMAN carrier battle group, including more than 70 combat aircraft from Carrier Air Wing THREE, eases the burden on allies while providing increased flexibility by dramatically reducing reaction time in a crisis. The HARRY S. TRUMAN Battle Group's presence in the region also ensures freedom of oil production and shipment ensuring global economic

It's stock of forward-positioned precision-guided munitions and its tactical reconnaissance capability enhances the force structure required to support U.S. Central Command's operational mission in the Arabian Gulf.

Upon receiving a well-deserved port visit to the United Arab Emirates on February 2, 2001; HST received the honor of being the first ship to use new USO facilities in Jebel Ali. Once offering little more than a few beverage tents and food concessions, nearly 5,000 embarked Sailors and Marines discovered a facility chock full of new amenities including a brand new liberty center named the "Kasbah." The new center, built adjacent to the pier in Jebel Ali, features e-mail terminals, arcade video games, a movie theater, pool and ping-pong tables and other activities.

According to AVCM(AW/SW) [REDACTED], MWR (Morale, Welfare and Recreation) division Single Sailor program manager for the Bureau of Naval Personnel, the \$93,000 project took more than two years to complete and was tailored to meet the needs of visiting U.S. military forces.

"We used to call this the dust-bucket. There were just a few vendors and not much to do," [REDACTED] said. "We tried to model the renovations after input from the fleet."

The new facility includes a 60-person movie theater, a game room with 15 PlayStations and several pool tables, and an Internet-access center.

Other recreational activities available in the "Sandbox" included softball, basketball, volleyball, three swimming pools, shopping and a variety of American-style fast food restaurants.

On February 16, 2001, Team HARRY S. TRUMAN was called to action. In response to recent surface-to-air missile (SAM) and anti-aircraft artillery (AAA) fire against coalition forces that enforce United Nations Security Council Resolutions, aircraft from CVW-3 took part in a sanctioned response and struck Iraqi integrated air defense system sites.

The sites were targeted to degrade Iraq's ability to threaten coalition aircraft enforcing United Nations mandates. Iraq recently increased AAA and SAM engagements of coalition aircraft, with more than 60 incidents since Jan. 1.

Land and sea-based planes launched "long-range, precision-guided, stand-off weapons" against five Iraqi radar and command, control and communications nodes, said Department of Defense (DoD) spokesman Rear Adm. Craig Quigley at a Feb. 16 Pentagon news briefing.

U.S. Central Command officials requested the attack and President George W. Bush approved it. Twenty-four American and British planes struck the targets located from five to 20 miles from Baghdad. A number of other allied aircraft supported the strike.

Army Gen. Henry H. Shelton, chairman of the Joint Chiefs of Staff, visited USS HARRY S. TRUMAN (CVN 75) March 1 to address the important role the carrier's Sailors and Marines play while forward-deployed to the Persian Gulf in support of Operation Southern Watch.

During the introduction before a hangar bay crowded with a few thousand Sailors and Marines, Rear Adm. James McArthur, commander of Carrier Group 2, highlighted Shelton's career and expressed his delight in the general's visit.

"It's a pleasure to have him aboard," McArthur said. "He is the biggest supporter of both the military and their families. He initiated, and powered through Washington, last year's pay increase (the biggest in nearly 10 years). He knows how hard you work and the sacrifices you make. I'm grateful to have him aboard."

A 38-year veteran, including Vietnam and the Persian Gulf War, Shelton took center stage and began his address. "This (ship) truly epitomizes (the phrase) that 'this is where the buck stops,'" he began. "The HARRY S. TRUMAN Team epitomizes American strength and the strength America has going into any region."

Shelton continued, "There is no other place in the world where I feel like what we do is more vital to American efforts than when I am in the (Persian Gulf) with you. What you do here is vital to America's national interest. The world economy hinges on this region. America's economy hinges on this region. We have to be here in strength...to make sure those who want to be opportunistic with expansionism ideals won't be able to do so."

"Because of the strength you keep here," Shelton said, "America is ensuring the stability of this region...you are the muscle of American foreign policy in this region. You are ensuring Saddam Hussein cannot recreate a war machine -- his ultimate goal -- through daily enforcement of the No Fly Zone."

Following his address, he answered several questions from the audience ranging from next year's pay increase to allowing family members to use Montgomery GI bill funds.

"Our priorities in Washington are to continue to keep an emphasis on maintaining the great quality force we have," Shelton noted. "In spite of the great technology that we have, despite the great aircraft and tanks, the real strength, despite everything else, is you. It's the quality of the people. We want to maintain that quality by taking care of you and your families, and we know that it's not the money that motivates you -- we could never pay you enough. Every service member needs adequate healthcare and adequate housing. We foresee, with President Bush's support, another pay raise next year and want to keep the momentum going in the future."

"I'm proud to be here on your maiden deployment," Shelton said during his closing comments. "It takes a lot of pieces working together to make this ship great...this ship is America's great strength because of each individual serving on this ship."

Before leaving the carrier, Shelton enjoyed lunch with several Sailors and Marines, getting a first-hand look at the carrier's award-winning mess decks.

Again in response to Iraqi violations of United Nations Security Council Resolutions and international demarches in the Southern No-Fly Zone, Operation SOUTHERN WATCH

coalition aircraft used precision-guided weapons April 19, 2001 to strike a mobile early warning radar in southern Iraq.

The radar was targeted to further degrade Iraq's ability to jeopardize coalition aircraft and aircrews enforcing United Nations' mandates. The last coalition strike in the Southern No-Fly Zone was against an Iraqi anti-aircraft artillery site on 12 April.

USS **HARRY S. TRUMAN** completed her northbound transit of the Suez Canal May 3, marking the end of her mission to the Middle East. Her transit to the Suez began shortly after Lt. Cmdr. [REDACTED]'s S-3B Viking touched down on HST's flight deck Apr 27 heralding the end of the battle group's support of *Operation Southern Watch*.

The landing also marked the end of the longest period of time a U.S. aircraft carrier battle group has operated in the Arabian Gulf. "Your four-month stay coincided with a period of high security threats from terrorism as well as increasingly political tension throughout the region," said U.S. Ambassador to Kuwait James A. Larocco in a message to the battle group. "Make no mistake: the vigilance and readiness of our forces in the region, with you as the key component of this presence has ensured that peace and stability is maintained in this area so vital to U.S. national security interests," he said.

While operating in the Arabian Gulf, the **HARRY S. TRUMAN** Battle Group enforced United Nations sanctions on Iraq by diverting 22 vessels with cargoes worth more than five million dollars and reduced the number of potential smugglers significantly. **CVW THREE** aircraft provided more than 70 percent of the strike aircraft enforcing the "No Fly Zone" over Southern Iraq and participated in four strikes against Iraqi forces threatening coalition aircraft in the region. The airwing flew 869 sorties, totaling more than 2,700 flight hours during 55 fly days in support of *Operation Southern Watch*.

"It has left a legacy in excellence in accomplishing mission at hand, flexibility and teamwork," said **CVW THREE** Commander Capt. Joe "Killer" Kilkenny. "I think our preparation prior to coming out here helped a lot," he said. "The pilots had an opportunity to fly with the weaponry so they felt comfortable with it." According to Kilkenny, that familiarity paid off as every piece of ordnance dropped during the strikes against Iraqi forces landed within the parameters of the mission.

The airwing flew 869 sorties, totaling more than 2,700 flight hours, during 84 fly days in support of *Operation Southern Watch*.

According to Fifth Fleet Commander, Vice Adm. Charles W. Moore, the battle group's performance not only maintained peace in the region but also influenced the attitude of nations. "The Iranians have been watching you and have been impressed with your strength, power, commitment and professionalism," he said in a televised broadcast to **HST**'s crewmembers. "I think you've helped contribute to the shaping of Iranian thinking to a strategy of cooperation instead of confrontation."

After arriving in the Mediterranean Sea, HST headed for Marmaris, Turkey where she enjoyed the first of her two back-to-back port visits. The other port visited would be Rhodes, Greece.

After leaving Marmaris, Turkey, USS **HARRY S. TRUMAN** (CVN 75) anchored outside of Rhodes, Greece where the crew of the carrier enjoyed the second half of a rare back-to-back port visit. This welcome opportunity was made possible due to the close proximity of the two locations and the strong ties the host nations have with the United States. **HST**'s visit continued a bond between the U.S., Greece and Turkey forged more than 50 years ago when President Harry S Truman stood before Congress and, in a proposal which has come to be known as the

Truman Doctrine, asked for over \$400 billion dollars in aid meant to stabilize these countries following World War II.

"I cannot think of two more appropriate nations for *HST* to visit as we near the end of a successful maiden deployment," said HARRY S. TRUMAN's Commanding Officer, Capt. David L. Logsdon. "Not only are Greece and Turkey strong NATO allies of the United States, but they will forever be associated with the president whose name this carrier bears through the Truman Doctrine," he said. "Aside from the historical ties, Rhodes and Marmaris also offered the crew a well-deserved break in a beautiful setting."

While in Marmaris the Sailors and Marines of the *HST/Carrier Air Wing THREE Team* were able to experience the hospitality of the Turkish people, visit many historical landmarks and enjoy a wide variety of restaurants and clubs. "I absolutely loved Marmaris," said MA1(SW) [REDACTED]. "The food was excellent, the people were nice and the city was absolutely beautiful." Visits to the local bazaars were also a highlight for many Sailors and Marines. "The shopping was great," said [REDACTED] a native of Toledo, Ohio. "All of the merchants went out of their way to make you feel like you were the number one customer." Leather goods and Turkish rugs were among the top purchases during the first of *HST*'s consecutive port visits.

Rhodes offered just as much for the crew to enjoy. Steeped in culture and tradition, Rhodes gave the crew of *HST* a chance to experience the Greek culture and visit a number of museums and historical landmarks. Sailors and Marines were also able to enjoy the beaches that have made Rhodes a top destination for many tourists. "Rhodes was a wonderful place to visit," said ABH3 [REDACTED] "There were a variety of things to do. The scenery was outstanding, the clubs were great, the food was good and the people were interesting," added the Fort Wayne, Ind., native.

An added benefit to visiting these two cities was the unique opportunity to visit sites of two of the Seven Wonders of the Ancient World in the same week. *HST*'s Morale, Welfare and Recreation office offered tours to see the ruins of the "Temple of Artemis" located near the ancient city of Ephesus in Turkey and *HST* later anchored not far from where the "Colossus of Rhodes" once loomed over the Greek city a few thousand years before.

After nearly 180 days and traveling over 44,000 nautical miles, Sailors and Marines of the USS HARRY S. TRUMAN (CVN 75) completed the maiden deployment of the nation's newest nuclear-powered aircraft carrier on May 23, 2001. The crews of *HST* and *Carrier Air Wing THREE* (CVW-3) return to family and loved ones a little older and much wiser for the experiences and lessons learned over the past six months.

"By providing leadership and stability in a critically important region of the world, this deployment truly demonstrated the strength of America," said Rear Adm. Jim McArthur, Commander, Carrier Group TWO. "Twenty-four percent of the world's oil goes through the Strait of Hormuz daily and 73 percent of the world's oil is located in the Middle East. Our sustained presence maintained stability throughout the region by reassuring our friends and deterring our adversaries."

Throughout the deployment, the battle group also participated in numerous international exercises, including Arabian Gauntlet, an 11-nation exercise that involved more than 20 ships. Additionally, U.S. Sailors worked with military forces from Oman, Jordan, Tunisia, Kuwait, Bahrain and the United Arab Emirates, improving interoperability and strengthening relationships with those countries.

"It was our turn on the front line and we exceeded all expectations," said *HST* Commanding Officer, Capt. David L. Logsdon in an address to *HST*'s crew. "I am proud of each and every member of this crew."

As the ship departed the Mediterranean Sea and began the trans-Atlantic voyage home, it drew praise from the highest echelons.

"The last six months of your lives have been spent doing the hard work so essential to our freedom and for the benefit of humanity," said Adm. James Ellis, Commander, U.S. Naval Forces, Europe. "Our nation has been well served by your courage and dedication."

The maiden deployment instilled a sense of pride in *HST*'s Sailors. "It feels great," said BM2(SW/AW) [REDACTED] "I think we set the example for all to follow but most importantly, we did it safely and are coming home with everybody."

Just seven weeks after returning from its maiden deployment and a month-long stand-down period, USS HARRY S. TRUMAN (CVN 75) pulled in the mooring lines and got underway for carrier qualifications July 12.

Despite the large manpower turnover that occurred at the end of the deployment and the significant amount of new faces working on the flight deck, *HST* never missed a beat. "Even though some of the more senior positions on the flight deck are now held by new people, we are just as proficient as we were during the deployment," said Lieutenant [REDACTED], V-2 Division Officer. "We have been practicing and training our people all through the deployment so there would be no loss of experience once personnel leave the ship."

During their nine days at sea, *HST* has helped 104 pilots refresh their skills, learn some new ones or inch closer to earning their "wings of gold." The first of two phases consisted of Fleet Replacement Squadron (FRS) and Fleet Squadron Carrier Qualifications (CQs). Throughout this evolution, *HST* served as the platform where new pilots either completed their initial CQs or seasoned pilots re-qualified after transitioning from another aircraft or returning to the air after a prolonged time spent on shore. Carrier Qualifications not only serve to shape future naval aviators, they also help keep present pilots sharp.

"The night cat shots are the most intense moments of the CQs because it's so dark and the ship is barely visible," said Captain [REDACTED] Marine Corps Fleet Replacement Squadron pilot after conducting night landings for the first time.

Echoing [REDACTED]'s comment, LT(jg) [REDACTED], another FRS pilot who was new to flying his F/A-18C on and off *HST*, said, "landing on the flight deck is just a little bit different from the training we received prior to coming here. They (flight instructors) pretty much gave us everything to prepare us for these CQs but nothing can prepare you for the real thing. The catapult shots absolutely took my breath away."

Upon completing the initial phase of training, *HST* transited to the Jacksonville, Fl. Area of operations to host several student naval aviators who would be conducting carrier operations for the first time on their road to earning their wings. This final exam is a critical part in the education of student naval aviators. For just over two years, they studied the aircraft inside and out and are now reaching the conclusion of their training. These pilots applied classroom knowledge to work in a real situation, landing a *T-45C Goshawk*, a multi-million-dollar trainer jet, capable of speeds up 645 miles per hour on to a carrier at sea.

There weren't any special safety measures put in place when helping these new pilots earn their wings but extra time was spent making sure things were done right. "We treat the new pilots exactly like we treat the seasoned ones," said [REDACTED] "We go at the pilot's pace. If they

need extra time to do their checks, then so be it. We give them as much time as they need. After a while you sense what they are doing. You become comfortable with them. With new pilots it just takes more time to learn their manners."

USS HARRY S. TRUMAN (CVN 75) experienced another first when the newest carrier entered the Norfolk Naval Shipyard (NNSY) for its first Planned Incremental Availability (PIA) period Sept. 5, 2001. While in the Portsmouth, Va. shipyard, **HST** underwent a series of significant upgrades and maintenance actions.

"We have very lofty expectations for the next six months," said **HST**'s Commanding Officer, Capt. David L. Logsdon. "Our aim is not to just meet these expectations, but to exceed them. These expectations include maintaining habitability and cleanliness for those crew members who call this ship their home, and meeting or exceeding our goals with respect to cost, quality and adherence to our schedule."

During PIA, **HST** will undergo changes to and replacement of several key systems. "It [PIA] will be a six-month industrial period where **HST** will see several improvements and upgrades to many systems throughout the ship," said HARRY S. TRUMAN's Chief Engineer, Cmdr. [REDACTED].

The carrier is slated to undergo improvements to the chill water supply system, flight operation support systems and almost all of the fuel tanks onboard. "We are also getting our ship's incinerator replaced with a totally new, state-of-the-art model and will be doing many, many habitability improvements to spaces all over the ship," [REDACTED] said.

With industrial work being accomplished over the next six months, safety is one of **HST**'s primary focal points. "We need to get the mission accomplished but not by placing our people at risk," Logsdon said. "I look forward to a productive shipyard period free of accidents or injuries."

The most prominent job that will occur during PIA, however, will be the installation of a new air conditioning unit. This task routinely takes 10 months, but **HST** expects to accomplish it in six.

"Another priority is to maintain a high degree of job satisfaction and quality of life on board HARRY S. TRUMAN," said Logsdon. "Not just for my crew, but also for all of the professionals at Norfolk Naval Shipyard."

Logsdon's concern for the welfare of NNSY personnel exemplifies the team concept that **HST** hopes will help make the carrier's first PIA period, like its recently completed maiden deployment, a success. During this deployment **HST** steamed 44,000 miles as it conducted operations in the Mediterranean Sea, Indian Ocean and primarily, the Arabian Gulf. While in the Arabian Gulf, **HST** enforced United Nations sanctions against Iraq and, along with **Carrier Air Wing THREE**, launched 869 sorties in support of *Operation Southern Watch*. Teamwork played a vital role in **HST**'s success during deployment as ship's company worked side-by-side with air wing personnel for a common cause. Logsdon expects **HST**'s tradition of teamwork and success to continue as **HST** Sailors begin working with NNSY personnel. "By working together I know we will accomplish the ambitious goals we have set for ourselves and depart Portsmouth next February truly fit to defend and eager to return to the fleet in an operational status."

USS HARRY S. TRUMAN (CVN 75) 2001 SCHEDULE

1 JAN	DEPLOYED. TRANSITED THE STRAIT OF HOMUZ
2 JAN	BEGAN FLYING IN SUPPORT OF OPERATION SOUTHERN WATCH IN THE ARABIAN GULF
27 JAN- 31 JAN	INPORT JEBEL ALI, UNITED ARAB EMIRATES
1 FEB – 2 MAR	DEPLOYED TO ARABIAN GULF
16 FEB	CVW-3 STRIKES IRAQ AS PART OF JTF-SWA RESPONSE OPTION
20 FEB	STEEL BEACH PICNIC WHILE UNDERWAY IN ARABIAN GULF
3 MAR – 7 MAR	INPORT JEBEL ALI, UNITED ARAB EMIRATES
8 MAR – 29 MAR	DEPLOYED TO ARABIAN GULF
29 MAR – 31 MAR	INPORT BAHRAIN
31 MAR – 9 APR	DEPLOYED TO ARABIAN GULF
9 APR – 13 APR	INPORT JEBEL ALI, UNITED ARAB EMIRATES
13 APR – 27 APR	DEPLOYED TO ARABIAN GULF
27 APR	TRANSIT STRAIT OF HORMUZ
3 MAY	TRANSIT SUEZ CANAL TO THE MEDITERRANEAN SEA
3 MAY - 4 MAY	DEPLOYED TO MEDITERRANEAN SEA
5 MAY - 9 MAY	INPORT MARMARIS, TURKEY
9 MAY – 12 MAY	INPORT RHODES, GREECE
13 MAY –16 MAY	DEPLOYED TO MEDITERRANEAN SEA
16 MAY	TRANSIT STRAIT OF GIBRALTER.
16 MAY – 23 MAY	TRANSIT ATLANTIC OCEAN
23 MAY	RETURN TO HOMEPORT, NORFOLK, VIRGINIA

23 MAY – 25 JUN	POM
25 JUN - 11 JUL	UPKEEP, NAVAL STATION NORFOLK
12 JUL – 27 JUL	UNDERWAY FOR CARRIER QUALIFICATIONS IN VACAPES/JACKSONVILLE OPERATING AREA
28 JUL – 4 SEP	UPKEEP, NAVAL STATION NORFOLK
5 SEP – 31 DEC	PIA AND UPKEEP AT NORFOLK NAVAL SHIPYARD

2001 Command History by Department

ADMINISTRATIVE DEPARTMENT

The Administrative Department is comprised of 5 divisions: Captain's Office/Executive Officer's Admin, Personnel Office, Educational Services Office, Public Affairs Office 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).

Captain's Office/Executive Officer's Admin. The administrative functions of the offices include, routing correspondence, awards, official mail (incoming/outgoing, and postage metering), fitness reports and officer pay/personnel issues. The majority of the year was centered on preparing for HARRY S. TRUMAN's maiden deployment to the Arabian Gulf. Throughout each event required of the Inter-deployment Training Cycle, the men and women of the Captain's Office and XO Admin met each challenge with enthusiasm. From January 2000 to December 2000 the Captain's Office transferred 89 officers, gained 86 officers, separated 10 officers, and retired 6 officers. Additionally, they commissioned 11 new Limited Duty Officers, one Chief Warrant Officer, and processed over 45 applications for Limited Duty Officer/Chief Warrant Officer candidates. The Executive Officer's Admin Office expeditiously processed over 600 command awards and 250 awards that were forwarded to Commander, Carrier Group TWO for approval. They published numerous directives for official command functions and visits, and for countless number of distinguished visitors leading up to and during the deployment. In addition to the outstanding administrative support provided to HARRY S. TRUMAN, three personnel qualified as Enlisted Surface Warfare Specialist (ESWS), two personnel re-qualified, two personnel qualified as Enlisted Aviation Warfare Specialist (EAWS) and one person re-qualified for EAWS.

Public Affairs – Responsible for media, public and community relations, in addition to facilitating communications to internal and external audiences, the Public Affairs office has been instrumental in the successful completion of HARRY S. TRUMAN's mission. HARRY S. 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 2001, HARRY S. TRUMAN embarked nearly 1,000 Distinguished Visitors including Congressmen, Senators, the Secretary of the Navy, Chairman and Vice Chairman of the Joint Chiefs of Staff, the Commandant of the Marine Corps, Ambassadors, celebrities and many others.

The Public Affairs Office was awarded two 2001 Rear Admiral William Thompson awards for Public Affairs Excellence in the Internal Communication and Special Events category.

PAO Internal Information Programs - The HARRY S. TRUMAN Battle Group is among the most powerful tools in the exercise of U.S. foreign diplomacy. By the nature of shipboard life, however, it is a challenge to be able to relate the importance of the carrier in a tangible way

to the deckplate Sailor. Whether off the coast of Virginia or Iran, life does not discernibly change from day to day and this obstacle must be overcome in order to communicate to the crew that their military service does make a substantial impact on the success of U.S. foreign policy.

A long-term comprehensive information campaign was required to educate not only the crew of USS HARRY S. TRUMAN and Carrier Air Wing THREE but also a sweeping plan that included the escort ships in the battle group

To communicate with the crew, many tools are utilized. Themes and story ideas are generated and placed into a long-range planning calendar. With story ideas laid out and internal communication campaigns identified, print stories are written for the daily newspaper and video stories are produced for the weekly television broadcast called MAD (Maiden Deployment) TV. These themes are also used in the ship's radio station as readers and notes are placed in the daily Plan of the Day.

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 United State's satellite footprint, those viewing could usually tune into CNN and MTV - live via satellite. 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) MAD TV
- b) Captain's Call
- c) Information Channel
- c) Safety Standdowns
- d) "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.
- e). 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.
- f). 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.

MAD Radio - The crew enjoyed shipboard radio via one live and pre-recorded programming on Maiden Deployment (MAD) TV that were piped into the SITE TV system as audio track accompanying the "Information Channel" information further extending the listener audience.

PAO "Give-em Hell Herald" Newspaper - The newspaper received third place in annual Chief of Information Merit Awards in its category. Published daily at-sea, the ship's paper normally features one main, local story written by staff or departmental representatives, HARRY S. TRUMAN information, international/stateside news and sports from wire services; and standard features highlighting Sailors. HARRY S. TRUMAN publishes 1000 copies daily.

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. The Family Gram was published monthly while deployed.

PAO Press Releases - The Public Affairs team ensured HARRY S. TRUMAN was continually and positively represented in internal and external media. All Hands magazine featured stories with photographs on HARRY S. 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 HARRY S. TRUMAN Sailors. The press release program has resulted in articles being printed in base newspapers on the East Coast, and is generating significant Navy-wide attention.

Internet - 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 is 2000 DMC(SW) [REDACTED], Operations Department. 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 Defense Link 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 300 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.

Personnel Office. 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 2001, the Consolidated Personnel Office performed several functions to support personnel assigned as ship's company and personnel assigned on a temporary basis to support the ship's underway and inport requirements. Twenty-six personnelmen and two career counselors stand ready to service the career and administrative needs of the crew. These services include the reception and processing of enlisted personnel reporting aboard for duty, production of military identification cards, processing of transfers and separations, the Command Advancement Program and various PACE programs, and administering the command's Naval Reserve Program.

The processing of enlisted personnel starts with the receipt of orders from the Bureau of Naval Personnel, when they are added to the Command's prospective gains list. After reporting, the member is checked in at the personnel office, where their service record is verified and annotated with their arrival information. The member is then assisted with the completion of his/her travel claim and arranged an escort to their respective department. The Captain's Office provides the same service for officers ordered to the command. The personnel office has processed over 750 receipts and issued over 1600 Active Duty Identification Cards in CY 2001. The team concept was applied to personnel administration to ensure that sailors were getting the best possible service for their pay and personnel records.

During the reporting period the Consolidated Personnel Officer processed 820 enlisted for transfer to follow-on assignments within the Navy. Based on the type of duty for which the member was selected, each went through various stages of screening for transfer, and in cases of overseas or isolated duty assignments, their family members received screening as well. Screening ensures members are qualified in accordance with current directives, and helps ensure that major problems are avoided at the new duty station. 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. Three hundred enlisted 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 and then issued separation documents characterizing the nature of their service. This is an important step in determining future eligibility for available programs, and potential affiliation with the Naval Reserves or another service. Members were also medically screened at this time, and referred for any necessary health care. Discharged members were provided transportation to their home-of-record or other intermediate destinations of their own choice.

Educational Services Office (ESO). ESO continues to achieve many major milestones. CLEP and DANTES testing programs were successfully continued which offers ship's company, attached squadrons, and Marines an opportunity to use past experience and knowledge to earn college credits in 39 different categories. Individuals in this program can earn 3-6 credits towards a degree at participating Colleges and Universities. In addition, ESO is administering the S.A.T. and A.C.T. to assist individuals who desire to enter college or apply for numerous officer programs. In addition to DANTES/CLEP testing, ESO also maintains the following programs:

VTC: Video Teleconferencing, which offers individuals to attend MBA classes offered from Old Dominion University via satellite. This is offered to all individuals who have completed their Bachelors Degree and desire to continue working towards their Masters Degree. This is the only educational program available that does not require payback time for officers and is held in our state of the art Distance Learning Center.

Navy-wide Advancement Exams: During the months of March and September, more than 2,200 individuals participated in the Navy-wide advancement exam with over 700 personnel being selected for advancement. We had an advancement rate of 33 percent - which exceeds the Navy's average.

NC-PACE: ESO offers both types of PACE courses (Computer Based and Instructor Based) to give each individual the maximum opportunity to take advantage of this benefit.

Computer Based PACE classes are offered by various educational institutions and gives each individual the flexibility to work at their own pace. There are 17 computers available in the Distance Learning Center, where students utilize the programs to teach themselves. ESO administers the exams. Currently, we have 52 ship's company students studying over 17 subjects and enjoying the use of our Distance Learning Center.

Shipboard training classrooms, utilized by professors from Central Texas College, give the students a college type atmosphere. Central Texas College professors report onboard HARRY S. TRUMAN and administer classes in 26 different subjects for more than 1,300 ship's company and squadron personnel.

Navy Rate Training Course Library. ESO is responsible for maintaining a library of courses for ship's personnel to utilize for general rating knowledge as well as advancement tools. ESO provides all available ratings online via the Local Area Network for quick and efficient access.

National Apprenticeship Program: There has been a major change in this program that now requires each individual to attend an "A" school. Since mid January 2001, we have submitted 70 applications of enrollment.

VTC: Video Teleconferencing, which offers individuals to attend MBA classes offered from Old Dominion University via satellite. This is offered to all individuals who have completed their Bachelors Degree and desire to continue working towards their Masters Degree. This is the only educational program available that does not require payback time for officers and is held in our Distance Learning Center.

Navy-wide Advancement Exams: During the months of March and September, more than 2,200 individuals participated in the Navy-wide advancement exam with 650 being selected for advancement. We had an advancement rate of 29 percent - which exceeds the Navy's average.

Captain's Office/Executive Officer's Admin. As the central location for the processing of all administrative functions including, official correspondence, awards, official mail (incoming/outgoing, and postage metering), fitness reports, and officer pay/personnel issues, these two offices are the foundation for the administrative needs of the ship. Additionally, both offices coordinate the daily and long range schedules of the Commanding officer and Executive Officer. From January 2001 to December 2001 the Captain's Office transferred 83 officers, gained 75 officers, separated 7 officers, and retired 3 officers. XX01 Division is responsible for processing all personal command awards going to higher authority for approval. The Executive Officer's Admin Office expeditiously processed over 500 command awards and more than 400 awards were forwarded to Commander, Carrier Group TWO and Commander, Naval Air Force, U.S. Atlantic Fleet for approval. Additionally, the division qualified 5 Enlisted Surface Warfare Specialist (ESWS) and 3 Enlisted Aviation Warfare Specialist (EAWS). The Captain's Office and Executive Officer's Admin worked superbly together to take care of all administrative requirements for HARRY S. TRUMAN's maiden deployment and each Sailor assigned to the division was recognized with a personal award for their superior performance.

Command Career Counselor. The Command Career Counselor's office finished 2001 with the finest performance in the command's history. The formal Command Retention Team consists of two rated Navy Counselors and 130 collateral duty career counselors. With the superbly trained and proactive Retention Team reaching out and talking with Sailors, HARRY S. TRUMAN finished the year with the highest overall retention of any aircraft carrier in the Atlantic Fleet. That stellar performance culminated in HARRY S. TRUMAN's selection as a CINCLANTFLT Retention Excellence Award winner for the first time in command history. On factor that helped the command win the Fleet award was that during the year the number of reenlistments increased from 145 in 1999 to 391 in 2000, an astonishing 270% increase. This achievement is particularly impressive since manning of rated Navy Counselors on HARRY S. TRUMAN declined from three to two. Rather than having an NCCM and NCC on board, HARRY S. TRUMAN had an NCC and an NC1. For part of the year a gapped billet left the command with only one rated Navy Counselor, a very junior NC1.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

HARRY S. TRUMAN's AIMD continued to build on the many successes and lessons learned during 2000. The department grew exponentially during HARRY S. TRUMAN's Maiden Deployment and first Programmed Incremental Availability. Below is a list of significant events and performance figures accomplished by AIMD during the year.

IM-1 by the Numbers in 2001:

AIMD Repair Rate	75.1%
Controllable RFI Rate	81.7%
Avg. TAT	9.6 days
Avg. Repair Cycle	1.8 days
Monthly Avg. Repairable Items Processed	1,412.2
Monthly Avg. BCM Items Processed	398
Monthly Avg. Items Processed	2,771.2
Total Items Processed 2001	33,255

Monthly Avg. Man Hours Expended	15,761.7
Total Man Hours Expended 2001	189,141.3
IMRL Transaction Reports	2,835
IMRL Temp Loans	57
IMRL Items Transferred	729
Total IMRL Assets on Hand	14,923
<u>Total IMRL Line Items</u>	<u>5,447</u>
IMRL Lines Tailored to Zero	1,038
IMRL Line Items Authorized	4,472
IMRL Assets Authorized under 5,155 Lines	8,828
IMRL Assets Authorized on Hand	7,204
Percentage of IMRL on Board:	82%

Ordered 1,341 Direct Support items (8A) series (Admin Support/Consumables)
 Ordered 175 Open Purchase requisitions series
 Ordered 2,783 Indirect Support items (DT) series (Shop Support NON-MAF Related)
 Ordered 187 EMRM requisitions (8000) series
 Initiated 180 Broad Arrow Alerts
 Ordered 536 Tool Requisitions (DT) series

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

January – Completed review of 52 professional/corrosion/support equipment tests for CDI/CDQAR/QAR and support equipment qualifications.
April – First E5 QAR assigned to AIMD QA as a QAR for ALSS support – PR2 Munos.
May – Completed Maiden Deployment. Commenced post deployment stand-down.
July – Commenced space rehab projects prior to PIA at NNSY.
September – Reached the 1,000 mark in electronic technical publications available on the LAN.
October – AD and AM QAR's completed AVGFE school for gas free engineer support.
December – Coordinated Support Equipment Division post PIA courtesy inspection by Naval Safety Center.

End of Year Totals: Qualified 10 Collateral Duty Inspectors for a total onboard count of 46.
 Performed 104 work center audits, 56 program audits and 58 CDI spot checks. Administered exams to 62 AIMD/102 AIR Department/73 Weapons Department personnel. Generated 466 missing/broken/worn tool reports, 62 NAMDRP reports and processed 330 Technical Directives. Conducted 14 special investigations.

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

January – BZ went out to PR2 [REDACTED] for repairing the Oxygen Test Bench via email with AIRLANT eliminating the need for NATEC assistance while deployed. The work center also had 3 personnel receive their Ordnance Qualifications. Airframes performed an on aircraft repair of

an F/A-18 Afterburner assembly saving over \$235,000 dollar's in contract (P&E) repair. Hydraulics sent two Hydraulic Technicians to the USS San Jacinto to perform an on aircraft repair of a SH-60 Helicopter Lube Oil line, returning the aircraft to Full Mission Capable Status.

February – Power Plants qualified two personnel as Test Cell operators. NDI inspectors performed two X-ray inspections for Engineering Department qualifying two Engineering Department personnel as shipboard welders. NDI personnel also performed six AFB-377 ultrasonic inspections on the F-14 Lower Wing Assembly. Hydraulics personnel incorporated AYC-865, AYC-906, and AYC-1065 on 17 F-14 Rudder assemblies. They also sent two technicians to the USS Mount Baker (T/AE 34) to manufacture and replace a hydraulic line on an H-46D Helicopter.

March – Power Plants welcomed a site visit from F404-GE-400/402 FST from NADEP Jacksonville, Florida to inspect engine modules and hold maintenance training. Calibration Lab conducted the flawless calibration of the Engine Test Cell. NATEC personnel from Naples, Italy performed the on-site calibration of the Servo-Cylinder Test Station.

April – AM2 [REDACTED] was sent TAD to Kuwait to assist in the repair of a damaged vertical stabilizer on an F/A 18 Hornet. His outstanding technical knowledge ensured the safe and expeditious return of this vital asset. Paraloft completed ICRL validation on 800 items of ALSS gear.

May – Hydraulic shop completed ICRL validation on 864 pieces of repairable items. Power Plants transferred 12 IMRL items to the USS Enterprise (CVN 67). NATEC Rep, Mr. Houseman, performed a PM check and repacked the drive manifold on the STS bench.

June – The work centers provided on-the-job training while sponsoring four reserve personnel during carrier qualifications. The LOX Converter Test Stand was calibrated then subsequently put in a preservation status. Shops completed wall-to-wall inventories of their IMRL gear. Power Plants assisted VRC-40 in the removal and replacement of a T-56 engine. Oil Lab processed annual oil samples for the Reactor Department. Transferred the Prototype Huffer GTCP100-82 over to AIRLANT.

July – Power Plants transferred the F110 Test Cell package to the USS John F. Kennedy (CV 67).

August – NATEC Rep, Mr. Houseman, performed troubleshooting to the STS Bench. Technician found the problem to be the PEHV-6. Airframes sent four aircraft slings to NAS North Island, San Diego for complete rework. AD3 [REDACTED] completed J-52 on-the-job training at NAS Whidbey Island, WA. AM1 [REDACTED] completed RASO school and was designated Assistant Radiation Safety Officer.

September – Shops worked diligently preparing spaces for the upcoming PIA period.

October – MILCOM started the removal and replacement of the HCT-10 Hydraulic Test Stand. Six Airframes personnel sent TAD to Newport News Limited Industrial Facility (LIFAC) to work on shipboard joiner doors. Both AM1 [REDACTED] and AM1 [REDACTED] completed HAZMAT school.

November – AM1 [REDACTED] performing as the ships ARSO, assisted Norfolk Naval Shipyard in performing three shipboard radiographic inspections. Work centers worked diligently on space rehabilitation projects to include removing and replacing decks and painting spaces.

December – Paraloft personnel completed three-day OBOGS training performed by NATEC. PR1 [REDACTED] certified QA/SO Ordnance Program, obtaining his CDQAR designation for three work centers. AD3 [REDACTED] completed F404-GE-400/402 School at NAS Oceana. Ensign [REDACTED] completed RASO school and was designate Radiation Safety Officer.

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

January - Shops 1/10 – Repaired 35 aircraft batteries and 18 Generator/CSD Systems with only one BCM. Began quarterly IMRL inventory and completed QA Audit. Received several EXREP F14 Generators/CSD's and were able to RFI assets. On 10 December, Kevin Hollifield, a tech rep for RSTS, arrived on-board. Mr. Hollifield departed 9 January. By the end of January, all programs up and running. Shop 7 was flooded with CHT on two occasions due to a waste drainpipe backup. Each time, the Pipe Shop wanted to open a section of pipe that was located in the back of Shop 7 in order to clear the blockage. Shop 7 lost 588.8 hours of production during these two periods and received two EXREPS for induction. Although cleanup was labor/time intensive, shop morale remained high throughout evolution. A software change was incorporated into all of the benches that create a problem when running any S-3 equipment. Problem verified in Shop 8 on one of their benches. The F/A-18 WRAs seem to run fine with this software update. One major problem encountered was with the APS-137 Syncro exciter. The WRA was failing on CASS, calling out the A-13 CCA. Ran the bad CCA on CASS end to end without a fault. The faulty CCA was verified bad in an RFI WRA previously run across CASS. An EI was generated for this problem. Lack of training on S-3 WRA's was evident from the onset of the cruise. Technicians second guessed themselves and questioned what CASS was calling out. The diagnostic software was incompatible with station software. Mr. Walt Bujanowski's of Systems and Electronics Incorporated arrived onboard HARRY S. TRUMAN 06 January 2001, replacing Mr. Hollifield. Shop 8 - Continued support of CVW-3 Flight Operations in the Arabian Gulf. Shop 13 - Completed 1224 2M Repair actions and repaired 17 LAU cables in support of embarked Airwing and Operation Southern watch. Did an unprecedented on aircraft cable repair job that saved over 100 man-hours. Cable was a large assembly that would have required major airframe disassembly to remove. Built 7 EMTC cables for Shop 5. Ordnance - Completed TDs on 7 LAU-116/A Missile Launchers. Verified BRU-32 Bomb Rack inspection procedures for the CRALTS Test Set. Completed repairs on 37 LAU-115 Missile Launchers. Inspected and/or repaired 54 pieces of Aviation Armament Equipment (AAE).

February - Shops 1/10 – Completed quarterly "wall-to-wall" IMRL inventory. Shop 69X marries Shop 5 and 12 HTS, making HTS autonomous from the rest of the shops. For added support, a NATEC representative was requested for "training purposes" and within a week of the representatives arrival, technicians were retrained and new procedures for equipment storage and maintenance pass down were put in place. This initiative produced a noticeable drop in backlog. Shop 7 – On the 13th, ship has been stricken with a computer virus. It brought the entire LAN to a halt. All work on NALCOMIS and in the supply system came to a stop because there was no computer system to work with. Shop 8 - Successfully repaired the Interface Device (ID) for the Vertical Digital Indicator Group (VDIG) Indicator. Cannibalized a General Purpose Interface (GPI) Circuit Card and an Arbitrary Waveform Generator Card from "Dakota" to return "Speedy" to a Ready for Use status. Received a new GPI card and an AWFG for "Dakota" returning it to a FMC status. Completed Quality Assurance Audit receiving a grade of "Overall" outstanding on the inspection. Assisted shop 4 in the annual calibration of "Taz". Removed and replaced three fan sensors in "Noonie" returning it to a FMC status. Shop 9 - AYK-14 C'S assembly turned in for rework. Shop 11 - Repaired two AN/APM-455 RADAR Beacon Test

Sets, enabling seven F/A-18 aircraft to participate in air operations over Iraq. Calibrated 310 items this month. Shop 12 - Broad Arrow NR 2001040 on spare 1128SAV50080-1 ID SN-PKH006 for bad Power Supply. Shop 13 - Completed 813 2M repair actions in support of embarked Airwing. Repaired 7 LAU cables. Fabricated 10 EMTC cables for shop 5. Performed HUNTRON troubleshooting/repair of 2 MMG units. Ordnance - Completed inventory of 1067 items of IMRL equipment. Preserved 40% of K-Pool to prepare for homecoming. Repaired 4 F/A-18 20 MM Gun Pallet from VMFA-312. Performed scheduled inspections on AAE. Inspected and/or repaired 10 pieces of AAE. Performed scheduled maintenance on 27 pieces of SHOLS equipment.

March - Shops 1/10 - Began work on emergency reclamation box for IM-3. Transferred dummy load 123SEAV14361-3 and NVG T/S ANV-136-000 to AIRLANT. Repaired W6 cable for ESATS. Shop 5 - NATEC Representative departs ship. Both IMUTS stations at full mission capable status. RADCOM stations have replaced more than 400 patch panel interface pins in the last two months and had to perform minor alignment on the 4 bay RADCOM. Repaired RADCOM Auxiliary Display Unit (ADU) Interface Device (ID) several times. CATIID has minor problems and quickly fixed problems with their Digital Word Generator, Function Generator, and switch paths. ANCU TPS J9 Cable has had to be repaired two times during this deployment from almost constant use and poor design. EMTC rectified 21 of 47 IMRL Cable shortages by building cables from spare parts. Have not had to BCM any equipment as of yet, despite cable shortages. Shop 8 - Completed Annual Calibration on "Oscar". "Cartman" failed for Pneumatic Function Generator (PFG). Spent 56 man-hours troubleshooting the PFG returning "Cartman" to a FMC status. "Cartman" failed Digital Test Unit Self Test. After replacing three DTU channel cards, "Cartman" was returned to a FMC status. "Buford" failed for a GPI card and was cannibalized from "Cartman" to return "Buford" to a FMC status. Upon induction to us, we were able to repair the GPI card and RFI it back to supply to fill our document number for "Cartman" returning "Cartman" to a FMC status. "Barney" failed for Disk Controller and had to be replaced. The PMDIG Test Program Set failed due to a bad monitor. Placed monitor on order and received a Temp Loan monitor from GW to bring the TPS back to a FMC status. Assisted Shop 7 in troubleshooting "Pearl" down to a defective DTU card. Completed an Engineering Investigation on a Computer Signal Data Converter Replacement. Shop 9 - Repaired 3 AWW-13 Pod cables for squadron. MX-18314A adapter box is down, awaiting rework. Shop 11 - Calibrated DA675M Load bank for GSE, enabling mobile power plants to be serviced and repaired. Calibrated 257 items this month. Shop 12 - EI RCN: V21853-01-0025 for CAT IIID bench for testing of Light Assembly, Caution, Test and Dim PN - 80-0235-15. Shop 13 - Completed 1326 2M and cable repair actions in support of embarked Airwing. Requalified three 2M technicians. Manufactured seven EMTC cables for Shop 5. Performed HUNTRON troubleshooting of four Circuit Card Assemblies (CCA) for Shop 9. Ordnance - Performed eleven 26-week inspections on LALS Systems. Reworked 3 Transporters and 4 Conveyors, saving Depot Level repair costs. Complied with Quarterly AAE inventory and report. Inspected and/or repaired 71 pieces of AAE. Performed scheduled maintenance on 40 pieces of SHOLS equipment.

April - Shops 1/10 - Completed QA audit with minimal hits. Test and checked S3 generator for jet shop. Painted battery locker passageway. Completed TBI/MAMS inventory. Shop 5 - Generated EI message for inability to accurately test ASN-92 Inertial Measuring Unit (IMU), P/N: 680100-20. RADCOM had a major failure in two Bertran 1000 VDC power

supplies and we had to rebuild one and replace another. Identified three cables missing from 712 cable sets. Unknowns if assets were accounted for during initial outfitting or if assets were misplaced. Shop 7 – Semi-annual QA audit was completed without a discrepancy. CASS down for a brief period of time after a ship power failure. After reseating power supplies and relay banks the system tested good. Generated EI for Spectrum Analyzer noise levels being too high during 2A6 SRA testing. Shop 8 - Completed Annual Calibration on “Buford”. Received Disk Controller parts for “Barney” returning it to a FMC status. “Cartman” PFG failed and troubleshooting revealed a bad PS module. Module was placed on order. Completed Semi-Annual Inspection on “Oscar”. Received a new PS module for “Cartman” returning it to a FMC status. “Barney” began failing for 6 MHz clock. Placed two circuit cards on order. Assisted shop seven in the troubleshooting of “Pearl”. After cleaning and reseating the 135 VAC Relay module “Pearl” was returned to a FMC status. “Cartman” failed MS1553 bus during background Self-Test. Placed on order. WFRD failed on “Noonie” and was replaced with one from “Cartman” returning “Noonie” to a FMC status. Shop 9 - Conduct inventory and bench status on all test sets and GFAE Gear. Shop 11 - Repaired two AN/ASM-464 Weapon Test Sets, enabling VF-32 to perform required maintenance on 10 F-14 Sidewinder missile racks. Calibrated 362 items this month. Shop 12 - Blue Water Cross Deck (BWCD) of HTS ID Sets 1128SAV61740-1 and 1128SAV61741-1 to CVN-65. Shop 13 - Completed 906 2M and cable repair actions in support of embarked Airwing. Completed another on aircraft cable repair to VMFA-312 aircraft saving major man-hours and returning the aircraft to service. Fabricated 4 EMTC cables for shop 5. Performed HUNTRON troubleshooting of 1 MMG voltage regulator. Ordnance - Transferred 10 IMERS to NAS Oceana. Preserved remaining K-POOL Items. Painted K-Pool deck spaces. Repaired 3 LALS Transporters; repaired 25 BRU-32 Bomb Racks from VMFA-312 and VFA-105. Performed scheduled maintenance on 43 pieces of SHOLS equipment.

May - Shops 1/10 – Conducted emergency reclamation drill in IM-3. Returned from deployment. Transferred FASAR FS5000 and ASN-54 to TR. Transferred AN/ASM206, EMATS, E2C windshield temp controller, 858E653G03 ESTS, 199-164-002 Liq. Qty. Test Fixtures of SHOLS equipment. Shop 4 - IATS bench goes down for RPYC drawer. Parts identified and ordered. End of year, parts are not yet received. Shop 5 - Homecoming, SEAOPDET departs, begin post deployment stand down. Shop passes Special Audit. With the exception of turnover IMRL Surveys, all IMRL assets can be accounted for. Three Surveys dropped due to data entry errors in the IMRL database. Generated EI message for inability to accurately test F/A-18C aircraft, IP-1556/A (DDI), A8 circuit card assembly, P/N: 129080-19. Shop completes cruise with the most repairs for any repair work center. Shop 6 - Squadron personnel moved out of spaces. Custody of the shop turned over to AT1 Beck for daily maintenance and administration. Shop 7 - Homecoming, SEAOPDET departs, begin post deployment stand down. Shop completes cruise with minimal “D”- Actions. Two SRA assets for Shop 7 disappeared from the AWP locker. The mother gear, which the missing assets belong to, was Gear in Shop (GIS) AWP. It is normal practice for the AWP locker to hold all parts for GIS AWP assets. The two SRAs valued at \$900 were discovered missing after all the required parts were received. The parts were issued to another shop in IM-3. This shop in turn disposed of the repairable SRAs after it was concluded the parts did not belong to them. In the future, an AWP inventory needs to be conducted every week, not just to verify the status of document numbers, but also to verify the parts received are actually there, especially for GIS AWP parts. Mr. Walt Bujanowski’s of Systems and Electronics

Incorporated was assigned to HARRY S. TRUMAN from 06 January 2001 to 23 May 2001. His performance was commendable. He accurately diagnosed and corrected more than 59 mission degrading discrepancies on the Radar Set Test Station, APM-446 (RSTS). His efforts enabled the repair of 240 F/A-18 Hornet aircraft Fire Control Radar components, and allowed full radar support to three Carrier Air Wing THREE squadrons during Operation SOUTHERN WATCH. Mr. Bujanowski's exceptional professionalism and full mission support were certainly key to the RADAR shop's many successes. Shop 11 - Received approval for calibration problem report (CPR) on 1003N Ph Meters, enabling Reactor Department to perform necessary checks on the ship's Reactors. Calibrated 247 items in this month. Shop 12 - BWCD of ID Set 1128SAV62650-1 to CVN-65. Shop 13 - Completed 421 2M and cable repair actions. Returned home from deployment. Requalified 3 2M technicians. Manufactured 3 EMTC cables for shop 5. Ordnance - Complied with Quarterly K-Pool inventory and report. Supported CVW-3 for fly off. Inspected and/or repaired 98 pieces of AAE. Performed scheduled maintenance on 74 pieces of SHOLS equipment.

June - Shops 1/10 - Prepared shop for POM period. Worked on programs for QA audit. Transferred Aerial Refueling Stores T/S, GACT/GRAD Cable set, circuit card and DC Power Supply. Shop 4 - AAM-60 Power Supply transferred to USS Enterprise. Received their faulty P/S in return to troubleshoot. Faulty cards are identified and placed on order, but not yet received by end of the year. Shop 5 - Post deployment stand down continues. RTBS modification team on board for E-2 Group 2 upgrade. Modification completed successfully and shop inspected, packaged and processed 439 IMRL assets preparing for Group 2 turnover. Repaired RADCOM TPS for running E-2C ARC-158A RT-1497 by finding pinched wire in unrelated circuit of ID. Verified at NAS Norfolk, running two RT-1497 WRA's end to end. Sent HTS 202 TPS to NAS Oceana for repair. This was unsuccessful. Technicians recommended search for a TD that they believe was not done on this ID. Returned HTS 201 TPS W4 cable to CVN-69, ours is still out for parts. Performed technical assist for NAS Norfolk. Shop 7 - Post deployment stand down continues. MECH magazine article drafted and submitted concerning sewage pipe incidents: Shop 8 - Completed Annual Calibration on "Cartman", "Noonie" and "Dakota". Temp Loaned PMDIG TPS to Enterprise CVN-65. Removed and replaced WIU in "Oscar" returning it to a FMC status. Performed a one for one exchange with our MLV's for the updated version, with AIRLANT. Completed verification of our TWP binders. Transferred cable set for the PMDIG to JFK, along with the FMC ID. Transferred a classified MLV flash card to the TR. Shop 9 - Received and checked W102 Cable for AYK-14 at Oceana. Gained AT3 Martin to the shop from Air Dept. Shop 11 - Performed short-notice calibration of all emergency diesel generators, consisting of over 40 pressure/temperature/tachometer gages on each of the four generators. Calibrated 130 items this month. Shop 12 - Temp loan 1128SAV49370-9 TTS Water load to MAL 14. Temp loan HTS Computer Power Supply 0015513-01 to CVN-65. Temp loan DTB Angle Position Indicator PN - 8810 to CV-67. Shop 13 - Performed 17 maintenance actions in support of AIMD work centers. Ordnance - Inspected and/or repaired 17 pieces of AAE. Transferred 467 items of AAE to NAS Oceana, Mals-31. Performed scheduled maintenance on 38 pieces of SHOLS equipment.

July - Shops 1/10 - Completed QA audit. Painted Load Bank room. Completed wall-to-wall IMRL inventory. Started preservation MAFS for all of benches that won't be used during PIA. Received EMATS back. Shop 3 - ALM-88 bench removed and prepared for off-load, anticipating the attached E-2 squadron's transition from Group 0 to Group II aircraft (system

supported by ALM-88 not installed on Group II). However, prior to off-load, the decision was made to retain the Group 0's. The bench remains in storage in Shop 6 until on-going shipyard work can allow re-install. Shop 5 - Group 2 turnover cancelled, unpacked and signed 439 IMRL Transaction Reports. Verified and preserved test stations in preparation for PIA 01. IMRL inventory completed with zero discrepancies on more than 3,300 assets. Shop 7 - Verified and preserved test stations, except APM-457, LFTS and RFTS in preparation for PIA 01. Shop 8 - Removed and replaced HPSG 3 on "Buford". Completed annual calibration on "Pearl". Received MLV Flash card back from TR. Removed and replaced a defective disk drive for "Pearl". Removed and replaced defective DC power supply in "Noonie". Retrieved the rails for the new CASS station that are going in shop seven from the "Nimiety". Shop 9 - Order mismatch attenuator for the APX 100 test set. Order new connector for AYK-14 cable. Gained ATAN Welch to the shop. Shop 11 - Calibrated panel meters for the main power supply to Combat System's RADARs. Calibrated 414 items this month. Shop 12 - ID Set 1128SAV62650-1 BLCD to CVN-65 returned missing 1 cable. Shop 13 - Completed 38 2M and cable repair actions. Ordnance - Transferred 632 AAE items, performed inventory/transfer inspections. Transferred 2 LALS Transporters. Inspected and/or repaired 2 pieces of AAE. Performed scheduled maintenance on 54 pieces of SHOLS equipment.

August - Shops 1/10 - Banded all of toolboxes not being used for the duration of PIA. AE1 Taylor assumed duties as Shop 10 LPO. Incorporated SSC for ESATS. Repaired Anti-Kid T/S by replacing defective switch. Sealed eight toolboxes for PIA. Submitted TPDR for ESATS pub concerning wrong measurements for interface tool. Manufactured ESATS interface tool. Transferred Millivolt Potentiometer to TR. Shop 3 - Work started on installation of A/C 9 by shipyard. This required the removal of other benches and portions of the decking in the shop to allow for welding in the space below. Shop 4 - Yard workers begin preliminary work to prepare for installation of CASS EO. Shop 5 - Assisted USS NIMITZ, during a 10-day underway period, with incorporation of a SEC on EMTC. Prepared for PIA 01. All missing cables for HTS 712 TPS completed. Researched HTS 202 TPS and discovered that the test that is failing is only used at depot level, technicians were using the wrong version of the self-test program, both here and at NAS Oceana. 202 TPS is up. Revamp shop to new OPNAVINST 4790.2H Local Command Procedures. Completely re-laid out HTS IMRL. Shop 6 - LANTIRN bench and all equipment removed by contractors. Will return before next cruise. Shop 7 - Revamp Shop to new OPNAVINST 4790.2H Local Command Procedures. Verified and preserved RFTS in preparation for PIA 01. Screened 350 report for all items requiring calibration during PIA 01 and separated from the rest of Shop assets. Inventoried and moved IMRL and CAL assets to Shop 6 for duration of yard period. Unable to preserve LFTS since it will not successfully run an 081, failing TC 007. NATEC technical request submitted. NATEC arrived but could not repair due to ship's power being secured. 8A4 drawer prepared for shipment and technician sent TAD to NAS Oceana for continued troubleshooting. Shop 8 - Transferred the CIT F-18 TPS over to the Enterprise. Completed Quality Assurance Audit. Transferred SCP TPS to TR. Sent VTS drawer to NADEPNI for repair. Shop 9 - Removed hoist off of track for weight testing at SIMA. Received a walk through from the Navy Safety Center. Shop requires two fire bottles inside the shop, not outside. Received mismatch attenuator and connector for the APX-100 and AYK-14. Units checks RFI. Shop 11 - Repaired the Servo-cylinder Test Set (STS) without the aid of schematics or wiring diagrams. Calibrated a total of 547 item this month. Shop 12 - Received DTB Angle Position Indicator PN - 8810 temp loan to CV-67 RFU. Shop 13 - Completed 15 2M repair actions. Gained AT3 [REDACTED] from air department.

Ordnance - Transferred 200 LAU-138 Bottles to NAS Oceana. Prepared 43 Pieces of LALS gear for offload to regional rework facility. Painted Ordnance/Gun shop.

September - Shops 1/10 – Received a hit during the QA audit because the battery locker did not have a safety lanyard installed. Generated 2-Kilo and will order parts required to install lanyard. Began wall-to-wall IMRL inventory. Shop 1 passageway painted by PIA team. All NVG technicians received visual acuity exams. Shop 3 - Duct work for A/C 9 begun for installation of a feed-through. No significant impact other than access for workers. However, tag-out of power to facilitate CASS EO install in shop 4 means that no benches can be run in shop 3. Shop 4 - Work begins on feed-through duct for A/C 9. A conflict with this ducting and the recently moved furniture is identified, forcing another re-positioning of the filing cabinet as well as a re-design of the duct. Tag-out of shop power for CASS EO means that none of the benches can be operated. Shop 5 - Pulled into Norfolk Naval Shipyard. Sent technicians TAD to PIA Administration, LIFAC facility and Tiger Teams for duration of yard period. Shop 7 – Pulled into Norfolk Naval Shipyard. Shop 7 reorganized to make way for two High Power CASS stations. Sent technicians TAD to Tiger Teams for duration of yard period. Commenced taking pictures of Shop IMRL assets. Prepared for/shipped APM-457 and second RSTS to NAS Oceana. Prepared for up-coming audit. Re-acquired 8A4 drawer and sent 8A2 to NAS Oceana. Troubleshooting on LFTS revealed Computer card and MUX card were faulty. Shop 8 - Finished MAMS inventory. Transferred to the NNSY shipyard. Began organizing shop for the arrival of our new CASS bench from shops four. Received our VTS drawer back from NADEPNI. Shop 9 - Order parts to build connector for APN-171 Cable. Shop 11 - Calibrated over 200 gages on-site for Reactor department. Calibrated 294 items this month. Shop 12 - Temp loan TTS Peak Detector Card A1A4 to CV-67. Temp loan Interface Adapter Card (IAC) 1128SAV49105-1 SN- PYU001 Temp loan to CV-67 and received SN – NFY004 Non-RFU with bad components marked, repaired and returned to RFU status. HTS Computer Power Supply 0015513-01 temp loan to CVN-65 returned RFU. Shop 13 - Portsmouth shipyard. Completed 9 2M repair and cable request for AIMD work centers. Ordnance - Submitted K-pool report. Prepared work centers for entering shipyard. Offloaded 43 pieces of LALS to RRC Portsmouth. Performed 77 scheduled inspections on SHOLS gear.

October - Shops 1/10 - Completed IMRL inventory using a digital camera to provide a visual reference for easy identification of IMRL assets. Completed preservation of all benches. Completed DTPL audit. Researched new battery charging system for gell cell batteries, now awaiting funds. Work center painted by PIA team. Received Rotary Load Actuator bench for temp loan sent to calibration. Received 199-164-002 back from temp loan missing cables, later received cables. Shop 4 - AT1 [REDACTED] sent to AAM-60 school in preparation for the next deployment. Shop 5 - Identified and initiated disposition request on numerous CATIIMD IMRL discrepancies through COMNAVAIRLANT. Shop 7 - Completed taking pictures of IMRL assets and finished Quality Assurance audit. Shop 8 - Completed one stepping of passageway. Shop 9 - Conducted wall to wall inventory. Shop 11 - Cross-trained eight technicians in the calibration of both electronic and physical/mechanical test and measuring systems. Calibrated 484 items this month. Shop 12 - TTS Peak Detector Card A1A4 temp loan to CV-67 returned RFU. Temp loan ALQ-99 WRA Pod Sling PN-802025090200 to CVN-73. Shop 13 - Completed 19 2M actions during this month. Ordnance - Transferred 27 pieces of IMRL gear. Started rework on 43 pieces of LALS Gear. Completed 4 pieces of LALS Equipment.

November - Shops 1/10 - Battery locker passageway deck "one-stepped". Completed IMRL photo database. Identified parts for safety lanyard with IC's and gave information to AMC Poirier to order parts on existing 2 kilo. Completed operational check on new FASAR, checks good. Shop 5 - Located spare brand new HTS 201 TPS W4 cable at marine base in North Carolina. Stripped old cable of parts to use when necessary. Received temp loan ANCU ID back from Enterprise in "F" condition. Repaired and verified good. IMRL wall-to-wall inventory, detailed technical publication verification and calibration review completed with zero discrepancies. Provided three personnel to USS ENTERPRISE for Garth Brooks concert working party. Shop 7 - IMRL wall-to-wall inventory, detailed technical publication verification and calibration review completed with zero discrepancies. Provided three personnel to USS ENTERPRISE for Garth Brooks concert working party. Received in MUX card. Sent 8A2 back to NAS Oceana for verification where it ran perfectly. Bench has been put back together and awaits availability of ship's power. Shop 8 - Titan Industries installed a new air handler/condenser on the overhead in preparation for the increase in the number of the CASS benches. Shop 9 - Sent and received back both hoist for the 4-year weight test. RFU. Gained AT2 [REDACTED] to the shop. Received AYK-14 W101 cable. Checks RFU. Shop 11 - Calibrated critical Reactor department gauges enabling Reactor department to commence hot Ops on schedule. Calibrated 376 items this month. Shop 12 - Spare 1128SAV50080-1 ID SN-PKH006 bad Power Supply repaired by Tech Rep (Brian Foster) at AIMD Norfolk, BA NR 2001040 complete. Shop 13 - Performed 12 2M repair actions. Ordnance - Completed rework of 21 pieces of LALS equipment. Completed rehab of Ordnance shop. Transferred 6 pieces of IMRL. Completed scheduled maintenance on 31 pieces of SHOLS.

December - Shops 1/10 - Holiday leave period starts. Battery Locker deck "one-stepped". AE1 [REDACTED] qualified as a 60A, 62A/B and 69B/C CDI. Received ANUSM 405, GACT/GRAD Cable Rotary Load bench and ASN-54 back from temporary loan. Had to manufacture two cables for ASN-54AE3. Shop 3 - Installation of A/C 9 nearing completion. Will be requesting replacement of decking in the shop. Duct work started in September nearly complete. Shop 4 - CASS EO arrives on-board and installation is started. Still awaiting power-up and operational checks by contractors. Shop 5 - Provided four personnel to USS ENTERPRISE for Presidential visit. Commenced taking pictures of shop IMRL assets. Prepared for Quality Assurance Audit. Holiday leave periods. Shop 7 - Provided four personnel to USS ENTERPRISE for Presidential visit. Holiday leave periods. Shop 8 - Received new CASS bench from Shop 4. Mounted bench on rails and completed first Christmas leave period. Shop 9 - Sent and received MX adapter box 11013 from rework. Still Fails automatic self test. QDR paper work completed. Gained AT3 [REDACTED] from Air Department. Shop 11 - Coordinated the scheduling of on-site calibrations for the STS, Hydraulic Component Test Stand, and the Aircraft Generator Test Stand with NAVAIR. Repaired Anti-Skid Test Set. Calibrated 286 items in December and 4,035 items for the year. Shop 12 - Temp loan 1128SAV49370-9 TTS Water load returned RFU. Shop 13 - Performed 17 2M repair actions. AT3 [REDACTED] completed miniature repair course. Ordnance - Completed rework on 13 pieces of LALS. Performed scheduled maintenance

Support Equipment Division (IM-4) – 2001 Month-by-month highlights include:

January - Deployed in the Gulf. IM4's level of readiness remained at 95.62 percent throughout the month. SE licensing classes held for January totaled 416 students. Initiated a RAMEC and

Beneficial Suggestion for Spotting Dolly Control panel. AS1 [REDACTED] welded 20 ECM Chassis' for W/C 640. IM4's Issue & Receipt Work Center served over 125 ship's company, squadron, & CVW3 personnel. ENS [REDACTED] forwarded a copy of the Transportation disk made by AS2 [REDACTED] to the USS Ronald Reagan to assist in establishing and setting up their Transportation. February - Deployed in the Gulf. IM4's level of readiness was down a little to 94.97 percent average for the month. Training held classes for 321 students attended. Prepared SE for HS7 and VMFA-312 Detachments. Initiated CASREP on 1500 Scrubber for engine. Initiated a Broad Arrow and an EI on 3 Oil Coolers for turbines. Initiated an EI and a Broad Arrow for broken Tie Rods on a P-25. AS1 [REDACTED] welded 4 ECM Chassis' for W/C 640. Sent AS1 [REDACTED] and AS2 [REDACTED] to Mount Baker for BFIMA gear repair. Completed 51 pieces of Squadron for scheduled and unscheduled maintenance with a turn around time of one or two days.

March - Deployed in the Gulf. IM4's level of readiness was 94.86 percent average for the month. Training held classes for 274 students attended. Had some major problems with the Flight Deck Scrubber. The Crankshaft Pulley Retaining bolt backed out stripping the threads on the bolt and damaging the crankshaft. EI's were initiated. Excessive water in the fuel system on the Prototype Huffer Unit resulted in initiating a local preop card. Continued to gather information for the up-coming PIA on the Support Equipment and also talking with supply / HAZMAT to insure that all items not carried on-board can be properly ordered for the yard period. Initiated another CASREP on a 1500 Scrubber for the engine. Initiated an EI on Scrubber couplings. Initiated local MRC for Scrubber due to bolt on crankshaft backing out and damaging the bolt and the engine crankshaft (2nd time). AS1 [REDACTED] was selected as Supervisor of the Quarter for AIMD. AA [REDACTED] was selected as Blue Jacket of the Quarter for AIMD.

April - Deployed in the Gulf. IM4's level of readiness was 95.72 percent average for the month. Training held classes for 336 students attended. AS2 [REDACTED] and AS2 [REDACTED] went to the USNS Mount Baker to complete PM's on their Hydraulic Equipment. Performed scheduled and unscheduled maintenance on 29 squadron & BIFMA gear. Performed 11 patch test for squadrons and WC 920 Hydraulic Equipment. AS1 [REDACTED] and AS1 [REDACTED] are working with ASCS [REDACTED] with different areas of the PIA project and gear rework. Finalized plan for performing CC on Tilly.

May - Deployed in the Gulf. IM4's level of readiness was 95.54 percent average for the month. Training held 22 classes for 86 students. Provided photo's/info to AIRLANT on jack tester for Reagan and Nimitz. AS2 (AW) [REDACTED], AS2(AW) [REDACTED], AS2 [REDACTED] went home early to help organize HST's Homecoming. (07MAY01-24MAY01).

June - POM in Norfolk, VA. IM4's level of readiness was 95.54 percent average for the month. Training held zero classes for zero students. Seats were offered for 16 classes - all were empty. PM and NDI completed on all slings, crash baskets and finger boom. Disassembled, cleaned, NDI'd, and reassembled F-14, A-6, E/A6-B Slings, Crash basket and Finger Boom. A one-time Conditional inspection was initiated on the Crash Crane as required for an extension on the load test certification.

July - IM4's level of readiness was 94.43 percent average for the month. Pre-staging work was completed during the July CQ at sea period to assist in the offload. Training held zero classes for

this month. Currently doing IMRL inventory. Completed staging of SE for off-load. Transferred two ETU-110 trailers to the T.R.# 000026 and 000028. Transferred adapter 000113. Completed the 728 day PM on the Crash & Salvage Crane except for the load test and corrosion.

August - We moved into the yards on the 20th of the month IM4's level of readiness was 95.54 percent average for the month. Training held 10 classes for 51 people this month. After completing the offload, we spent most of our time setting up and organizing our work area at building 236. W/C 980 is now set up and full steam ahead on reworking the Crash Crane, currently located at the AB compound in Norfolk, this is looking to be a 3 month project (approx.). Completed SEC# 5501 on all 20 HLU-196 Bomb Hoists.

September - Sept. 11 Attack. We are ready to back to sea and kick some ass! IM4's level of readiness was 23.61 percent average for the month. Training held zero classes for this month. Removed our turbine from the Proto-Type Huffer. The unit was shipped back to Maryland for further research & development. Temp. Loaned three T-5 & two T-7 Jenny's to Key West FL. Transferred one T-5 Jenny to the USS Kennedy. AS1(AW) [REDACTED] completed VB 4410 Mini Crane course. ASAN [REDACTED] & ASAN [REDACTED] were sent TAD to New Port News LIFAC Team.

October - IM4's level of readiness was 32.78 percent average for the month. The entire Crash Crane was hand sanded and hand painted. HST's IM-4 Division has now set the tone for others to follow. Training held 7 classes for 17 personnel this month. Performed approx. 340 total corrosion treatment man-hours on the crash crane: Performed corrosion treatment and re-nonskided the top of the Tonka Crane (Supply Crane).

November - IM4's level of readiness was 45.36 percent average for the month. Training held three classes for 15 personnel this month. Received Jenny's from Key West. Repaired the right front tire of the Crash Crane (Kelly tires). E2-C HAWKEYE SLING: Stripped and cleaned all bolts, nuts and washers. Disassembled all attaching legs for proper cleaning and visual inspection. Performed the sling NDI inspection, unit RFI. Completed wall-to-wall IMRL inventory.

December - IM4's level of readiness was 53.94 percent average for the month. Training held 5 classes for 30 people this month. Sent two High Power Tie Down Chains to North Island Depot for Proof Load testing. Finished making preparations for Tilly on-load in January. Received parts lists for new Power Boss 3000 pressure washers and forwarded to S-1 for their assistance in setting up ship's APLs. Completed EMACs reporting for second quarter 2002.

AIR DEPARTMENT

V-2

The V-2 Division is responsible for the safe and expeditious launch and recovery of aircraft in support of the embarked air wing. Throughout the first half of 2001, V-2 launched and recovered 8,602 aircraft while deployed overseas and conducting carrier operations off the coast of Virginia. The division met each and every challenge presented to them on and off the flight deck. In the area of maintenance, the division performed countless hours of maintenance including 5 Arresting Gear Engine re-reeves, 18 terminals poured, 1 Catapult re-reeve, 3 waterbrake overhauls, and 2 PEEN jobs. The Division attained a noteworthy achievement when it recorded USS HARRY S. TRUMAN's 20,000th arrested landing followed shortly by the 20,000th catapult launch while on station in the Arabian Gulf during Operation Southern Watch in support of CTF 50 operations in April. The outstanding personnel of the V-2 Division kept up the reputation not only of the Air Department but the ship as a whole by maintaining a 100% mission capability throughout underway time.

The second half of the year saw the V-2 Division heavily involved in the Planned Incremental Availability. Major maintenance was performed on the catapults, arresting gear and Visual Landing Aids equipment. The NGL's were replaced, as well as overhauls on 3 of the 4 waterbrakes. JBD's 1 and 3 were completely overhauled. The HUD on the LSO platform was revamped and the Improved Fresnel Lens Optical Landing System was installed along with fiber-optic landing area centerline lights. The last 4 months of 2001 were definitely busy for the division.

2001 was an extremely successful year for the V-2 Division. The ship's maiden deployment was completed without any major incidents and it contributed significantly to the training of pilots in July during the CQ period. Improvements and maintenance performed during the yard period will ensure success once again in 2002 and that V-2 is ready more than ever to meet and overcome the challenges of today's world.

V-4.

The V-4 division started the New Year with their fuel nozzles at full flow and "Gave 'em Fuel" during the latter half of the maiden deployment and well into USS HARRY S. TRUMAN's shipyard period, PIA 2001. The Grapes started 2K1 by taking on 10.8 million gallons of JP-5 within the first four months during eight expertly planned and executed refueling at sea evolutions. Additionally, more than 11 million gallons of JP-5 was issued during over 8,900 refueling evolutions to the combat aircraft of CVW-3, Allied and Battle Group transient aircraft and during TRACOM and FRS carrier qualification commitments.

In preparation for PIA 2001, V-4 off loaded 1.7 million gallons of JP-5 in order to facilitate routine inspections, repairs and extensive upgrades to USS HARRY S. TRUMAN's complex 3.3 million-gallon fuel system. A detailed task that was flawlessly accomplished in a record time of under two days. While at the Norfolk Naval Shipyard, the fuel division logged over 35,000 maintenance hours which encompassed the inspection and refurbishing of 142 fuel tanks, the rework of 84 Limit Torque Valves and the installation and testing of 25 new Radar Tank Level Indicators. All maintenance milestones were completed well within the allotted time frames.

COMMAND RELIGIOUS MINISTRIES DEPARTMENT

"Devoted to God and Country we unite to deliver innovative, life transforming service throughout and beyond the Sea Service."

-- Chaplain Corps Vision

The year 2001 will always be remembered as a year of both great joy and great tragedy for Sailors onboard HST. Great joy because of the successful completion of our maiden deployment and great tragedy due to the loss of life during our country's September 11th attack. In these events as well as in every challenge undertaken, the men and women of the HARRY S. TRUMAN Religious Ministry Team were vital to the ship's mission success. Lead by the new Command Chaplain, CDR [REDACTED], the CRMD developed and provided numerous life transforming ministry opportunities throughout the year. Some specific accomplishments included:

- Provided life transforming ministry opportunities to the 7,500 Sailors and Marines of the USS HARRY S. TRUMAN Battle Group in support of the Joint Task Group 01-1 Deployment and in support of Operation Southern Watch and Maritime Interception Operations.
- Hosted HARRY S. TRUMAN's first underway Easter Celebration. Total attendance for the services was 1,771 Sailors and Marines. This included services throughout the Holy Week which culminated with a Sunrise Service on the flight deck with 235 people in attendance and a tremendous HST Gospel Choir Praise Celebration held in Hanger Bay 3 with 700 people in attendance.
- Concluded the Life Skills Workshop with a total of 140 Sailors participating. This training course offered instruction in the areas of teambuilding, communication, stress and anger management, and substance abuse. This 4 hour course supported the process of educating crew members on the skills needed to become productive members and leaders of the HARRY S. TRUMAN team.
- Utilizing the most current technological advancements available coordinated an Easter Video Tele-Conference event for the HARRY S. TRUMAN/CVW3 Team. Highlighting the Commands commitment to the Navy Family, this event re-united 104 families over this special holiday season.
- Spearheaded a National Day of Prayer Celebration held on the Aft Messdecks. This yearly event brought together all faith groups in a morning of prayer and worship.
- Hosted Fleet and Family Support Center Return and Reunion personnel at the conclusion of the crews maiden deployment. During an 11 day visit there was 53 training opportunities provided with attendance totaling 3,788 personnel.
- Coordinated and facilitated training for three chaplain candidates during a 21 day underway period. This included an orientation program, which increased professional development, reinforced seminary/faith group training programs and instilled a greater sense of pride and identification with the Navy and fleet operations.
- Hosted three Chaplain Corps history seminars with Fr. Daniel Mode the author of the renowned book, The Grunt Padre. These events were attended by more than 100 Sailors throughout the chain of command.
- Coordinated the National Day of Prayer and Remembrance for the victims of the World Trade Center and Pentagon terrorist attacks. With our national ensign flying at half-mast, this moving time of devotion and prayer was held on the flight deck, and shared by 500 Sailors and shipyard workers.

- Coordinated an aggressive 16-job Planned Incremental Availability work package. One month ahead of schedule and 87% complete, this included the painting of all of our spaces, removal of tile and installation of Stratica in the Chapel, LMRC and Library, placing carpet in all of the chaplain's work spaces and installing one-step decking in the passageway.
- Implemented a twice weekly praise and worship service during the work day. This "Praise Lift" provides a source of spiritual renewal during an aggressive shipyard schedule.
- Coordinated the HARRY S. TRUMAN Holiday Assistance Program. This high profile assistance integrated the Hampton Roads community with HST through an Adopt-a-Sailor program that received interest from 125 families.
- Provided HARRY S. TRUMAN khaki leadership with Generation X/Y seminars conducted by CAPT Al Hill.
- Provided the HARRY S. TRUMAN crewmembers and their spouses three one-day PREP courses conducted by Mr. Bill Coffin.

COMBAT SYSTEMS DEPARTMENT: NTR.

DECK DEPARTMENT. Haze grey and underway for the start of the New Year 2001. That, is what makes the NAVY grand. With the port and starboard watch rotation for the Suez transit behind us Deck Department was waiting with bated breath for our first Underway Replenishment. When that day came, Deck performed flawlessly. In actuality, all of the Deck Evolutions for 2001 went flawlessly. No safety discrepancies were ever noted. This outstanding achievement is all attributed to Deck's dedication, professional expertise, and fine leadership abilities.

Within the five months of deployment:

- 4500 hours of boating operations were completed
- 2129 pallet lifts from 20 underway replenishments were completed
- 13,885,917 gallons of fuel received

Throughout the deployment Deck Department was tasked on numerous occasions to provide force protection and liberty launches for the crew. Let's just say, this time consuming multi-departmental evolution makes us all realize why the acronym for NAVY was created.

Probably the most memorable and beneficial experience for Deck Department was accomplished inport Jebel Ali. Here we spent 1 week of liberty time to complete the paintout of the entire ship, 170,000 square feet worth. The pride and dedication deck displayed was immeasurable. The superb job was even recognized by COMCARGRU TWO and his distinguished guests.

It was a sad day on Sept. 11, 2001. The interesting thing is that most people probably remember exactly where they were and what they were doing during the time of the attack on the World Trade Center in New York. Deck Department remembers that day well. It was the start of the force protection period where we utilized the RHIB, and the Motor Whale Boat for a 24hr period for 112 days straight.

In the Fall HST underwent an intensive PIA period. Deck Department played an integral part in the overhaul process. The following are the major jobs completed:

RAS Receiving Station 11 – Complete overhaul.. Station 11 was completely resurfaced and repainted. The entire evolution encompassed the overhead, bulkheads, deck and gypsy head.

RAS Sending Stations 15 and 21 – Complete overhaul .. Station 15 and Station 21 were completely resurfaced and repainted. The entire evolution encompassed the overhead, bulkheads, deck and gypsy head

Foc'sle – Complete overhaul.. The first complete ship force job involved the resurfacing and the repainting of the ceremonial deck.

HARRY S. TRUMAN's Small Boats – Complete overhaul of 5 boats (3 utility Boats, 1 Captains Gig and 1 Personnel Boat). In conjunction with shop 68A, Small Boat Repair Shop, all hulls were completely resurfaced and minor damages repaired. Upon completion of damage repair each hull was repainted according to their specifications.

Created and managed the powder coating evolution for more than 600 items shipwide. Ranging from water tight doors to hatch stanchions.

STBD and PORT Anchor – Complete overhaul.. Both anchors were detached at the swivel shot. All elements were resurfaced, preserved and then repainted.

STBD Anchor Chain – Complete overhaul of 7 shots of chain. Upon detachment the 630 foot chain was resurfaced, preserved and then repainted.

In conclusion, 2001 was a rather quick year with many tasks accomplished. Deck Department sends their thanks to all of the departments who aided us along the way. Without you, we still would have accomplished it but it would have been rather difficult.

DENTAL DEPARTMENT: NTR.

ENGINEERING DEPARTMENT

Organization and Personnel. The Engineering Department consists of seven separate divisions: Auxiliaries (A-Div), Electrical (E-Div), Damage Control (DC-Div), Maintenance and Material Management (3M Div), Maintenance Support Center (MSC Div), Quality Assurance

(QA Div), and Repair (R-Div). Four Principal Assistants oversee the operation of these divisions for the Chief Engineer: the Auxiliaries Officer (A and E), the Damage Control Assistant (DC), the 3M Officer, and the Ship's Maintenance Manager (MSC, QA, and R). The Ship's Maintenance Manager also manages the Battle Force Intermediate Maintenance Activity (BFIMA), which provides repair support to ships in company using the capabilities of shops in Combat Systems Department, AIMD Department, Deck Department, as well as Engineering Department and others as required.

Major Projects. Engineering Department completed several major projects and upgrades to the ship during CY-2001. One of the largest of these projects was the installation of a ventilation system to the Ship's Gym. This required the manufacture of ventilation ducting, as well as the installation of a van-axial type fan. E and R Divisions completed this modification while the ship was on deployment.

A-Division's major projects included the rebuilding of 8 Air Conditioning Saltwater Pumps, Class "B" overhauls of 12 Fire and Flushing Pumps, responding to the numerous Trouble Calls, and the oversight of a total rebuild of the ship's incinerator by contractors while on deployment.

E Division's major projects included the rewiring of all 8 Squadron Ready Rooms, responding to numerous trouble calls and the rewinding of many motors.

R Division's major projects included responding to the numerous trouble calls, the installation of a new designed water heater, many weld repairs in the propulsion plants and throughout the ship.

DC Division's major projects were the off-loading of CBR gear for support of forward-deployed units, rebuilding two Self-Contained Breathing Apparatus (SCBA) Booster Pumps saving over \$70,000.

3M Division incorporated the 3M Spotlight Program that improved the entire 3m process throughout the ship. This was instrumental in the ship developing its Ship's Force Work Package (SFWP) for the PIA.

QA Division assisted AIMD with a radiographic shoot of an F-14 aircraft and in assisting in the design and manufacture of a hydraulic lifting tool to repair an F/A-18 aircraft.

MSC Division ensured all Integrated Logistics Support (ILS) was current along with performing validation of shipboard equipment.

Finally, all Engineering Department divisions made significant contributions to several major inspections of other departments. These included Fight Deck Certification,

COMNAVIAIRLANT's Supply Management Inspection, Nuclear Propulsion Mobile Training Team visits, an Operational Reactor Safeguards Examination, and most significantly, HARRY S. TRUMAN's unprecedented third consecutive Ney Award for Food Service Excellence.

PIA. The ship entered into a six-month \$110 million Planned Incremental Availability (PIA) at Norfolk Naval Shipyard (NNSY) in September. The Chief Engineer supervised the entire Ship's Force Organization as the PIA Manager and the Ship's Maintenance Manager was the PIA Coordinator for the SFWP and Zone Managers. This PIA had major improvements to ship systems across all departments. The installation of Number 9 Air Conditioning Plant was the largest installation. There were also many CASS alterations installed for AIMD, a new navigation system in NAVSSI, the installation of ISIS/ADMACS for the Air Department and the installation of a new fuel-fired incinerator.

Incorporated innovative thinking in how to run a PIA. Examples include:

- Built a PIA Organization of only 37 people from across all departments vice the normal 300-600 assigned TAD in past availabilities.
- All danger tagouts are researched and approved through one organization vice having runners taking tagouts from the shipyard to the divisions. This resulted in fewer discrepancies, more efficient use of manpower, and zero work stoppages for shipyard, contractors, or other repair activities due to slow tag-outs or system isolations.
- Built a "Teamwork Attitude" with all personnel assigned to the project including NNSY, contractors, and Ship's Force. All were responsible for their work and accountable to all others for accomplishment. This is also used to improve processes for all organizations.
- Developed a "FOD Walkdown Time" for maintaining cleanliness standards for the Hanger Bay and Flight Deck. Noted by many outside organization personnel as the cleanest ship ever in any shipyard availability.
- Co-located all zone managers (S/F and NNSY) in one trailer to work out differences and assist each other with coordination methods. Ship and shipyard Zone Managers sat next to their counterparts to discuss all matters associated with their area of expertise.

Division Performance. All Engineering Department divisions were involved in substantial repairs to ship's equipment and systems during CY-2001, predominantly A, E, and R Divisions. In addition, R, QA, and DC Divisions performed several repairs for numerous ships in the HARRY S. TRUMAN Battle Group while on deployment in support of BFIMA.

Auxiliaries Division performed the following major accomplishments:

- Processed over 275,000 pounds of trash with the ship's incinerator during deployment.
- Overhauled and groomed Number 2 Vertical Stores Conveyor that minimized downtime and minimized the use of personnel for handling stores.
- Performed inspections to all 4 Catapult Accumulators.
- Replaced the Turbo-Expander (TBX) Valve on the forward O2N2 Plant to ensure maximum production.
- Replaced two ship's hot water heaters with a new designed system.

Electrical Division performed the following major accomplishments:

- Repaired the ABT for Number 3 and 22 Fire Pumps.
- Repaired Number 1 Air Conditioning Plant breaker.
- Rewound 16 motors throughout the ship
- Repaired a LAMPS 400 HZ rectifier resulting in the highly Converter.
- Repaired Aircraft Elevator accumulator switches and Hanger Bay Divisional doors during deployment.
- Manufactured and installed Suez Canal transit lights.
- Supported BFIMA with motor rewinds.

Repair Division performed the following major accomplishments:

- Repair a Flight Deck line-up light during deployment. This involved an extensive welding procedure and was a first time accomplishment for HARRY S. TRUMAN.
- Performed Reboiler piping repairs on Number 1 and 2 Reboilers.
- Removed a broken stud for a Main Steam Valve while on deployment.
- Performed extensive welding and machining repair of an F/A-18 hydraulic lifting tool that enabled the aircraft to fly off the ship after deployment vice being craned off. This saved the ship money for crane services and allowed the Aircraft Squadron to maintain the pride of being able to fly all aircraft after deployment.
- Performed weld repairs to Number 1 and 4 Aircraft Elevator stations.
- Installed additional CHT piping clean-outs throughout the ship to minimize clogging of piping.
- Performed numerous piping repairs in the Propulsion Plants.
- Performed numerous piping repairs to the ship's firemain system.
- Overhauled saltwater reducing valves and associated relief valves.
- Manufactured 40 parts and special tools for AIMD while on deployment to support the various embarked aircraft squadrons.
- Machined Arresting Gear Sheave plates that enable the Flight Deck to remain fully operational. This is normally a depot level repair.

Damage Control Division performed the following major accomplishments:

- Maintained equipment to ensure all damage control equipment was fully operational to support the organization.
- Assisted NNSY in preparation for PIA by supplying air services that enabled the HARRY S. TRUMAN PIA Project to save over \$60,000 in services.
- Off-loaded over 1000 CBR suits and canisters in support of forward deployed units.
- Trained 10 Repair Lockers, 10 Inport Emergency Teams and 1 At-Sea Fire Party.
- Performed 20 General Quarter drills involving the entire crew and embarked airwing squadrons in all phases of damage control.

BFIMA performed the following major accomplishments:

- First time a BFIMA Program was successful in supporting the Battlegroup with repairs. Received numerous congratulations from the respective Commanding Officers as being the most helpful they had ever experienced.

- Results from the End of Deployment Report:
- Jobs completed 740
- Man-hours utilized 4138
- Ships assisted 8
- Aircraft Squadrons assisted 8
- Dollars spent on parts \$10,809
- Average turn-around time for all repairs 2.18 days
- Provided three R/QA Division fly-away teams to perform significant weld repairs to piping systems on board USS SAN JACINTO (CG 56) and other ships during deployment.
- E Division overhauled two electric motors for the Battlegroup.

Trouble Call Resolution. Engineering Department's Trouble Call program was used extensively this year. The department resolved 12,776 trouble calls from ship's company, embarked squadrons and staffs during CY-2001. 8314 of these calls were completed within 48 hours of reporting. Of these, E-Division fixed 3893, R-Division fixed 5211, A-Division fixed 3587, and DC Division fixed 75.

Programs and Inspections. QA Division successfully upgraded the ship's Welder/Brazer Qualification Program. They assisted in the design of a hydraulic lifting tool for an F/A-18 allowing the aircraft to fly off the ship vice being craned off upon return to port from deployment. 3M Division instituted the 3M Spotlight Program, an internal self-assessment for departmental 3M Programs that helped departments maintain their 3M systems within standards.

Special Program Accomplishments. During 2001, the ship's Maintenance Material and Management (3-M) Division accomplishments the following:

- 3-M CSMP work center audits 487
- 3-M Spot Checks 6,432
- 3-M feedback reports forwarded 97
- 3-M feedback reports closed 80
- 3-M PMS checks completed 338,526
- 3-M PMS Recorded Accomplishment Rate 96.7%

During 2001, HARRY S. TRUMAN's Maintenance Support Center (MSC) provided superb customer service. Accomplishments include:

- Customers served 3734
- Supply requisition verifications 2965
- Aperture Cards received 4200
- Drawings received 76
- Technical manuals received 129
- Technical manual changes 317
- Configuration changes 2466
- Problem worksheets processed 337
- COSAL Feedback Reports processed 15
- Average customer waiting time (minutes) 13
- Man-hours expended for customer support 52,542

The Ship's Quality Assurance Division performed the following training and qualification:

- | | |
|---|---|
| - Welders qualified | 4 |
| - Welders qualified bimetallic (first for CVN 75) | 3 |
| - Brazers qualified | 4 |
| - Welders qualified from other ships (BFIMA) | 1 |

The Quality Assurance Division performed the following course qualifications:

- | | |
|---|-----|
| - 301 Quality Assurance Coordinator (QAC) | 334 |
| - 302 Controlled Material Petty Officer (CMPO) | 5 |
| - 303 Steam Plant Cleanliness Inspector (SCI) | 9 |
| - 304 Reactor Plant Cleanliness Inspector (RCI) | 8 |
| - 306 Quality Assurance Inspector (QAI) | 4 |
| - 309 Quality Assurance Supervisor (QAS) | 2 |

The Quality Assurance Division performed the following course training:

- | | |
|---|-----|
| - School of Ship | 739 |
| - 301 Quality Assurance Coordinator (QAC) | 400 |
| - 302 Controlled Material Petty Officer (CMPO) | 91 |
| - 303 Steam Plant Cleanliness Inspector (SCI) | 22 |
| - 304 Reactor Plant Cleanliness Inspector (RCI) | 22 |
| - 306 Quality Assurance Inspector (QAI) | 10 |
| - 309 Quality Assurance Supervisor (QAS) | 5 |

LEGAL DEPARTMENT. The Legal Department's primary mission in 2001 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, coordinating the command tax program and providing legal assistance as requested by the crew. In addition, the Legal Department continued to prepare powers of attorney while deployed and administered the Liberty Risk Programs in preparation for each port visit.

Military Justice. In 2001, 540 report chits were processed. Of the 540 personnel processed for Commanding Officer's Non-Judicial Punishment, 259 received punishment from the Commanding Officer, 64 were dismissed by the Executive Officer at XOI, and 217 were handled at the department level.

The Legal Department prepared and processed 29 Summary Courts-Martial and 4 Special Courts-Martial.

Investigations. The Legal Department directed 540 Preliminary Investigations and 16 Line of Duty Investigations. In addition, 13 Congressional inquiries were answered.

Administrative Law. The Legal Department processed 91 Other Than Honorable administrative separations, 22 other administrative separations and 5 personnel were processed for administrative separation but were retained. There were 6 Military and Civilian Personnel Claims forwarded for consideration.

Legal Assistance. The Legal Department assisted over 4,356 crewmembers in various legal matters including contract disputes, Soldiers and Sailors Civil Relief Act issues, Landlord/Tenant disputes, various estate planning tools and tax services provided. More than 552 powers of attorney were prepared and notarized and 519 miscellaneous notary services were provided.

Tax Assistance. The Legal Department provided the first comprehensive electronic tax filing program that assisted over 1,788 HARRY S. TRUMAN Sailors and embarked airwing. The Program refunded over \$1.927 million to crew members while saving them over \$112,663 in preparation and filing fees.

Liberty Risk. Along with the Command Master Chief, the Legal Department developed and administered the first liberty risk program for USS HARRY S. TRUMAN. The Legal Department processed over 400 cases for liberty risk consideration. This program acted as a strong deterrent and virtually eliminated liberty incidents in foreign ports by crew members during our maiden deployment. The USS HARRY S. TRUMAN's liberty risk program has since been used by Commander, Carrier Group TWO as the model for the rest of the units in the battle group.

MEDICAL DEPARTMENT. The Medical department was heavily involved in operational medicine during the first half of 2001. HARRY S. TRUMAN was in the midst of its maiden deployment as the year began and in the shipyards for Planned Incremental Availability (PIA) as the year ended. During 2001, the Medical department's only major inspection was the Operational Reactor Safeguards Examination conducted prior to our return from deployment. Throughout the year the Medical department met the challenge and continued to provide superb medical care in support of the ship's operational mission.

The first four months were spent in the Arabian Gulf area with three port visits to Jebel Ali, United Arab Emirates; one visit to Bahrain; one visit to Marmaris, Turkey; and a final port call in Rhodes, Greece. From a medical perspective, the maiden deployment was a success. Our highlights included conducting the first "Fly-Away" Medical Response Team drill, implementation of weekly Optometry clinic, and the medical management of three heart attack patients. In addition, the Senior Medical Officer and Ship's Psychologist made numerous visits to Battle Group ships to provide medical support.

The Radiation Health department was extremely successful. They scored an overall "Excellent" during the Operational Reactor Safeguards Examination (ORSE). This is the highest score ever given.

The Preventive Medicine department continued to support HARRY S. TRUMAN's food service excellence. Although HARRY S. TRUMAN was unable to compete for the Ney award after winning it three consecutive years, HARRY S. TRUMAN was recognized as having the best Wardroom afloat.

After deployment, the Medical department began preparations for Planned Incremental Availability. Although we had few projects to complete, preparations were intense and training opportunities were maximized. Shortly after arriving in the shipyards, the terrorist attacks at the World Trade Center and the Pentagon occurred. These attacks, coupled with the anthrax letters, caused some significant changes. The Medical department assisted other departments and COMNAVAIRLANT develop policies regarding these new threats.

Overall, 2001 was an extremely exciting and eventful year for the Medical Department. The ship's operational schedule and world events provided an opportunity for the Medical department to demonstrate its capabilities.

These are the workload numbers for the year 2001:

Outpatients seen	16,940
Inpatients	19
Same Day Surgeries	66
Surgeries	21
Prescriptions Filled	19,608
PPD's	3,456
Laboratory test	13,209
Radiographs	2,822
Audiograms	3,816
Physical exams	3,840
Consultations	527
CAAC screenings	108
Medical Evacuations	35

NAVIGATION

Sea and Anchors- 17
Restricted Water Passages-4
Anchorage- 3
Unreps- 19
Miles traveled- 37,628.8
Underway days-140

OPERATIONS DEPARTMENT. The Year 2001 was busy and exciting for the USS HARRY S. TRUMAN Operations Department. Our "Ops Warriors" were instrumental in the completion of a highly successful maiden deployment. The success could only have been accomplished through the hard work and dedication of all ten divisions within the Operations Department. These ten divisions have different roles and unique areas of expertise that serve the common purpose of providing the ship and it's embarked airwing with the very best operational support available.

OA Division: The OA Division generated over 4000 weather forecasts during HARRY S. TRUMAN's maiden deployment, including flight and strike briefings, Terminal Aerodrome Forecasts (TAFs), radar and sonar performance predictions, Navigation briefs, Underway Replenishments briefs, weapons exercise briefs, and daily forecasts for the ship, HSTBATGRU, and COMHSTBATGRU Staff. These timely, accurate forecasts were instrumental in the safe and effective movement and operation of HSTBATGRU assets during Operation SOUTHERN WATCH over Iraq. The OA Division was the first-ever CVN to operate and deploy with the Navy Integrated Tactical Environmental System (NITES) 2000 system. This led to several customized innovations to the system, and the development of a standard set of maintenance and upkeep procedures. During the PIA 01 shipyard period, a major renovation was conducted on the balloon shack. This renovation included removal of the large doors, subsequent installation of a new bulkhead and hatch, and the construction of a loft (or second deck) in the balloon shack. The Division also rehabbed several spaces and conducted training throughout PIA to maintain in-rate proficiency. The OA Division remained fully manned throughout the year, and its retention rate was 160% above the COMNAVAIRLANT average. In September 2001, LCDR [REDACTED] relieved LCDR [REDACTED] as OA Division Officer.

OC Division:

Embarked flight hours:	Fixed Wing (Day/Night):	9600.1/4653.6
	Helo (Day/Night):	1368.8/681.9
Fixed Wing Traps:	(Day/Night):	5537/2855
Helo Landings:	(Day/Night):	817/554

Carrier Air Traffic Control Center (CATCC) successfully conducted over 3,500 Case III approaches in support of JTG 01-1 during USS HARRY S. TRUMAN's maiden deployment. The division achieved an advancement rate of 72% and amassed over 80 position qualifications during highly complex operations. Upon entering Planned Incremental Availability (PIA), CATCC was refitted with the new Integrated Ship's Information System (ISIS) greatly enhancing the flow of aircraft information throughout the ship.

OI Division: Mission Statement: "To operate surveillance and communications equipment in order to provide a complete surface and air picture of the battle space to Command and Control stations. Provide an early warning of potential threats to the ship and other HSTBATGRU units while carrying out defense actions against those threats."

The HARRY S. TRUMAN returned from its maiden deployment May 23, 2001. Following a much-needed post-cruise stand down, OI division's strike controllers supported a two-week Fleet Reserve Squadron Carrier Qualification underway period in July. In early August, we assisted in an extensive AMMO offload with USS John F. Kennedy (CV-67). OI was also at the forefront during a challenging NATO Sea Sparrow Missile System (NSSMS) missile shoot against a BQM-74 target in the Virginia Capes Operating Area. The missile went as planned and we achieved a "boola-boola" against the wily target. September saw Harry S. HARRY S. TRUMAN commencing its first of many Planned Incremental Availability (PIA) periods. Upon arrival at Norfolk Naval Shipyard, the Combat Direction Center began a critical systems upgrade with the installation of the Integrated Shipboard Information System (ISIS). As

part of the (ISIS) installation, we removed outdated status boards and replaced them with two state of the art 42-inch flat panel plasma displays. Most significantly, we designed and had constructed an additional Tactical Action Officer command table, complete with a robust communication suite to support the Air Resources Coordinator (AREC), Current Operations Watch Officer (COPSWO) and CDC Watch Officer stations.

Coincident with our support of numerous technical and material condition improvements OI Division took full advantage of the many training opportunities offered at Fleet Combat Training Center (FCTCLANT) Dam Neck and other area training commands. Schools attended by OI division personnel included: Enlisted Tactical Applications, Ship's Weapons Coordinator, Sea Combat Air Controller, Air Intercept Controller, Air Intercept Controller Intermediate, Global Command and Control Systems-Maritime Operator, Global Command and Control System-Maritime Watch Officer, Instructor Training, SYS-2/IADT, Naval Leadership Training, ACDS Block 0, SAR Surface Ship, and the Radar Navigation Team Trainer. OI Division Sailors continued to pursue higher education by taking advantage of the command's PACE courses and those offered at local area colleges.

As we approach the end of PIA, we are aggressively preparing for Sea Trials, Flight Deck Certification, and the upcoming Inter-Deployment Training Cycle.

OM Division: Mission Statement: "To collect, evaluate, and disseminate tactical information in Undersea Warfare. Provide real-time USW support to protect the ship, mission support to the SH-60F aircraft, and to ensure our personnel are trained to the highest combat readiness standards in the fleet."

OM Division had an outstanding year. During HARRY S. TRUMAN's maiden deployment, OM division was responsible for hosting and supporting COMDESRON-FIFTY (CDS-50) in their role as Arabian Gulf Sea Combat Commander and Maritime Interdiction Operations Commander. The division assisted in the interception of over Seven-Hundred NATO sanctioned ship inspections. Equating to twenty-six vessels found to have contraband on board.

The division had a number of advancements, including one second class and five third class petty officers. Six personnel received their warfare qualification / re-qualification, and three personnel re-enlisted which is well above fleet average. OM Division tactical qualifications were also above fleet average, Two Watch Officers, three Watch Supervisors, five TAC III operators and six Analysts attained qualifications.

OP Division: The HARRY S. TRUMAN entered the year 2001 while deployed to the Arabian Gulf and the Visual Information Multi-Media Center (VIMMC) sailors were busy recuperating from the heady days of late December and the onslaught of VIPs and other high ranking officials who visited the ship during the FOX NFL Sports taping and the SECDEF's USO show. Nearly 100 images of these two historic events were transmitted to CHINFO and the JCCC and many were seen in newspapers and magazines around the world. James Brown, Howie Long, Cris Collinsworth and Terry Bradshaw provided the crew with a first-hand look at the taping of a major network show and Jewel, Al Franken, Carol King and John Glenn enthralled the crew with their entertainment and inspirational words.

The deployment was a tremendous success for the VIMMC. The Print Shop alone processed nearly 3,000 job orders for a total of 4,473,962 impressions. That amounted to 280,350 newspapers (Give 'Em Hell Herald), 13,775 programs, 8,000 menus, 5,627 PQS books, 2,400 Distinguished Visitor books, 2,174 certificates, 1,906 Rate Training Manuals, 1,116 invitations and 2,344 engraved products. The Photo Lab processed more than 2,000 rolls of film and made 33,396 prints during this same six-month period. For the entire year, the Print Shop accumulated 3,200 job orders and produced more than 6.7 million impressions. The Photo Lab processed more than 2400 rolls of color film and 35,233 color prints for a total of 2,679 job orders. The Intel side of the house was extremely productive as well. More than 35 TARPS missions were processed for a total of 10,020 feet of film and 1269 individual prints were made.

Production dropped off dramatically upon completion of the deployment in May and once the ship entered its first PIA, most Photo Lab production ceased. The Print Shop continued to provide printing services throughout the PIA period, producing countless Reactor Department and Engineering Department forms and a plethora of Rate Training Manuals.

Petty Officer [REDACTED] headed up a self-help-remodeling project in the Photo Lab during the PIA. The Noritsu QSS-2211SM color print processor was removed to make way for a new Electronic Imaging Center (EIC) and to consolidate all digital imaging workstations (five) into one space. The Noritsu QSF-V30SM color film processor was relocated to a smaller space along with the deep sink to maximize efficiencies of space as well. All work was accomplished by Ship's Force with contributions from the HT's of Repair Division and the EM's from Electrical Division. An outside contractor came aboard and installed "One Step" decking in both renovated spaces. The project created two new work centers, the EIC and the Film Processing Center, and was a complete success.

The year 2001 brought promotions for many of the sailors in the division. Two new Chiefs (PHC [REDACTED] and DMC [REDACTED]), three new PH2's (PH2 [REDACTED], PH2 [REDACTED] and PH2 [REDACTED]), ten new PH3s (PH3 [REDACTED], PH3 [REDACTED], PH3 [REDACTED], PH3 [REDACTED], PH3 [REDACTED], PH3 [REDACTED], PH3 [REDACTED], PH3 [REDACTED], PH3 [REDACTED] and PH3 [REDACTED]) and three new LI3s (LI3 [REDACTED], LI3 [REDACTED] and LI3 [REDACTED]). The division didn't have as big a turnover of personnel in 2001 as in year's past as PH2 [REDACTED] was the only key member of the VIMMC Team to depart. Conversely, there were only two new additions to the division during the year 2001; PH3 [REDACTED] came to us from Air Department and PH3 [REDACTED] joined us from Deck Department.

OS Division: OS Division continued to provide the Commanding Officer, the embarked staff, and air wing critical, time-sensitive cryptologic information necessary to effectively maintain tactical superiority in combat. Extensive training was conducted and performed by operators during HARRY S. TRUMAN's maiden deployment in support of real-world cryptologic collections operations. The first quarter of the year saw OS Division providing force protection and Own Force Monitoring (OFM) briefs, cryptologic input to intelligence briefs on specific areas of interest, and operational Command and Control Tactical (C2TAC) briefs in support of Fifth Fleet's area of responsibility. Provided real-time Sensitive Compartmented Information Automated Digital Network System (SCI ADNS) troubleshooting and continuous system updates for over nine battlegroup-deployed units. As a result of our trouble shooting efforts, we were

able to provide SPAWAR Technicians with invaluable feedback summaries. In preparation for the February 16th strike on Iraq, OS Division provided Battlefield Warfare Commanders with invaluable pre and post-strike C2TAC intelligence support. This was the first coordinated battlegroup/theater wide effort in support of Strike Warfare for a C2TAC Nodal Analyst (9105). This support has set the precedence for all future deployments. In October, Ship's Signals Exploitation Space (SSES) completed installation of communications path between Battle Group Passive Horizon Extension System (BGPHEs) and Sensitive Compartmented Information Automated Digital Network System (SCI ADNS) for operations aboard USS HARRY S. TRUMAN.

OW Division: Mission Statement: "Coordinate employment of active and passive electronic warfare systems to optimize ownership and aggregate capabilities while degrading or nullifying an opponent's capabilities for reconnaissance, surveillance, targeting and attack. Obtain and coordinate electronic warfare tactical information to increase the effectiveness of the HSTBATGRU."

OW Division supported Operation Southern Watch by disseminating real time ES to the HARRY S. TRUMAN and acting as the Electronic Warfare Control Ship (EWCS) for the entire Battle Group. The EW module also provided Tactical Electronic Intelligence, which is archived in a national database to be used by future deploying units. As EWCS the EW's controlled and validated all racket reports and disseminated them to CDC, SUPPLOT and the Air wing. Additionally, EW personnel are make significant contributions on a daily basis to the COMCARGRU TWO Information Warfare Planning Cell.

OW Division wrapped the deployment by successfully completing its required COMPEX's and C2W exercises. EMCON flight OPS proved the highlight of these events successfully teaming the EW module with the AIRWING and numerous ship force personnel in a tactically significant training event. Additionally, OW teamed with the squadrons to document shipborne jamming effects on sophisticated airborne radars.

Throughout the cruise OW personnel aggressively earned their ESWS and EAWS qualifications and continue to do so with nine of eleven eligible personnel in the division ESWS qualified and six of eleven dual qualified.

OW Divisions return to port involved underway periods in the VACAPES which provided the opportunity to run the ULM-4 range twice successfully allowing EW technicians to establish a technical baseline for post PIA underway periods and planned maintenance.

OW Division kicked off PIA scheduling several jobs to be completed and putting all essential underway equipment in lay-up. Technical and Tactical schools were scheduled for junior personnel to enhance their skills for future deployments. Senior EW personnel attend COMCARGRU TWO IW Syndicate meetings and have contributed their expertise to several fleet tactical documents including the Navy Wide OPTASK IW, IW NMETLS and the enabling

objectives for the IWC watch JQR. Additionally the HST EW personnel were tasked by EPMAC to input on the fleet wide occupational standards for the CTT/EW merger.

OW division is in a transition phase with only six returning deployers to augment the divisions work up and deployment cycle for 2002. We are optimistic that OW will be successful in all future evolutions

OX Division: The OX division is comprised of two different offices, Operations Admin and Strike Operations. Ops Admin is responsible for all basic administrative functions of the Operations Department. From January 2001 to December 2001 Operations Admin in-processed 14 officers, 68 enlisted sailors, and handled the numerous administrative requirements for the 256 personnel assigned to the Ops Department. In addition to processing 1168 pieces of correspondence, Ops Admin is also responsible for keeping and updating security clearances for more than 3000 personnel. Ops Admin has provided excellent service to both the Ops Department and the ship as a whole and looks forward to providing even better service in the upcoming year. The other side of Ops Admin is Strike Ops. Strike Ops is responsible for planning, scheduling, and coordinating all ship and air wing operations. During 2001, Strike Ops successfully produced and disseminated over 300 Green Sheets and 19 Pink sheets that scheduled events ranging from USS Harry S HARRY S. TRUMAN's first homecoming to it's first Planned Incremental Availability (PIA). Strike Ops also helped in the coordination of numerous airplans, load plans, and logistical issues while underway in support of Operation Southern Watch. While in the Arabian Gulf and Mediterranean Sea, Strike Ops was responsible for the reception and dissemination of the ATO, providing the air wing with the most up-to-date information and tasking from the theater commanders. Strike Ops has received the new TBMCS and ISIS systems during this PIA period and looks forward to the connectivity and flexibility both systems will bring to HARRY S. TRUMAN and her embarked airwing.

OZ Division: As the New Year arrived, USS HARRY S. TRUMAN slipped through the Strait of Hormuz into the Arabian Gulf. The CTT's and IS's of OZ division watched and were ready to respond to any threat that might emerge from surrounding hostile countries. After three weeks of providing intelligence support to Operation Southern Watch (OSW) and HSTBATGRU units, OZ personnel got to experience their first of four Middle Eastern port calls. Personnel got to enjoy daylight shopping in the United Arab Emirates' city of Dubai, and then kick back and experience liberty in the infamous Sandbox in Jebel Ali. The USO had opened a new club in the Sandbox dubbed the Oasis and OZ members enjoyed such activities as billiards, swimming, video games, or watching a movie in the new sixty-man theater. After the port call it was back to sea to provide intelligence support to the first air strike conducted above the 33rd parallel since 1998. Navy, Air Force, and Coalition aircraft used intelligence provided by OZ personnel to strike at a key air defense target south of Baghdad. After a steel beach picnic and continued support to OSW, March saw OZ personnel again in Dubai, to celebrate with the world at the UAE World Fair. OZ members bought everything from leather and gold, to electronics and carpets, all at greatly reduced prices. Back to sea, OZ personnel turned their focus away from Iraqi land targets and began to focus on merchants smuggling oil out of Iraq. After a month of successful Maritime Interdiction Operations (MIO), OZ personnel were rewarded with a port call

to Bahrain. For three days OZ personnel marveled at the huge seas of jellyfish, saw the Grand Mosque of Bahrain, and even swam with dolphins. Back to sea, OZ personnel again provided keen intelligence support to OSW and MIO. After a final port call in April again to the UAE, HARRY S. TRUMAN left the Arabian Gulf. While in the gulf OZ personnel had provided the intelligence support that allowed 26 merchant vessels carrying over 24,000 metric tons of illicit oil worth over 5 million dollars to be inspected, seized, and diverted. As the HARRY S. TRUMAN transited the Suez Canal, OZ personnel prepared in-depth analysis of the two upcoming port calls in Marmaris Turkey and Rhodes Greece. After nine lovely days in these two Mediterranean ports of call, OZ personnel began to count the days until homecoming. Pier side in Norfolk, OZ personnel relaxed over the summer and enjoyed stand down. In this period, OZ experienced a loss of all plankowners, including their CPO, ISC(SW/AW) [REDACTED]. He was replaced by ISC(SW/AW) [REDACTED]. Chief [REDACTED] would be responsible for seeing that all objectives were met during the upcoming Planned Incremental Availability (PIA) shipyard period. Directly after the HARRY S. TRUMAN moored in the shipyard, the intelligence center was tasked, not to paint and sweep, but to again stand up twenty-four hour operations in response to the 9-11 attacks. Then, OZ personnel had to say goodbye to the old Intelligence Officer, CDR [REDACTED] and greet his replacement, CDR [REDACTED]. As the year drew to a close OZ began to gear up for and get their spaces ready to support the HARRY S. TRUMAN's part in the declared war on terrorism.

SAFETY DEPARTMENT: NTR.

SUPPLY DEPARTMENT. The Supply Department had another superb year in 2001, finishing HARRY S. TRUMAN's maiden deployment in May. The logistics team continued to provide outstanding supply support to the divisions and embarked airwing of HARRY S. TRUMAN, achieving the highest level of readiness seen by a CV/CVN over the course of the last six COMNAVAIRLANT deployments. The services team ensured the best possible quality of life was provided to the crew, earning an unprecedented third consecutive Edward F. Ney Award for food service excellence and it's second consecutive Best Sales and Services Award, receiving "Best in Class" honors for the CV/CVN community. The following senior management turnovers occurred in 2001:

- LCDR [REDACTED] relieved LCDR [REDACTED] as ASUPPO in May 2001
- CDR [REDACTED] relieved Capt(Sel) Robert Bianchi as SUPPO in July 2001
- LCDR [REDACTED] relieved LCDR [REDACTED] as PAL in August 2001
- LCDR [REDACTED] relieved LCDR [REDACTED] as PAS in October 2001

Detailed below are the specific historical facts per division:

S-1 Stock Control. Calendar Year 2001 was an outstanding year for Stock Control Division (S-1). The first ever maiden deployment was completed by the USS HARRY S TRUMAN and it was a super deployment at that. We had the opportunity to stress test the inventory management functions that were successfully converted from SUADPS-RT to Relational-Supply in March and subsequently upgraded our R-SUPPLY System to the Birch Upgrade with minimal interruption.

Several Afloat Supply Department of the Future (ASDOF) initiatives were evaluated throughout the year with promising results. The Purchase Card Automation System (PCAS) utilized shore-based infrastructure to process and validate credit card bills while the ship was forward deployed. The program continues to be refined by its sponsors at The Naval Supply Systems Command (NAVSUP.) Another initiative tested was the Maritime Logistics Data Network (MLDN), moving several stock control functions to shore, most notably, Basic Requisition File (BRF) maintenance, Transaction Item Reporting (TIR) and periodic financial transmittals.

Stock Control established a strong Beach Detachment team in Norfolk during Deployment, this ensured connectivity between the ship and shore support activities. This was a very successful and important evolution with regards to expediting CASREP and highly important repair parts and support equipment.

S-1 experienced a large turnover in personnel during this year. Five personnel were transferred, one retired and two were lost due to end of active obligated service. Gains to the department included four personnel who reported aboard from other activities and three personnel who were transferred in from S-8 division. We also promoted five personnel and had seven earn the distinction of Enlisted Surface Warfare Specialist (ESWS) and three Enlisted Aviation Warfare Specialist (EAWS)

S-2 Food Service (General Mess). The "three time" Captain Edward F. Ney Award winning food service team provided exceptional food service support throughout HARRY S. TRUMAN's Maiden Deployment, during the post deployment stand-down period, and the first three months of the PIA period. Specific accomplishments included:

- Maiden Deployment - Outstanding preparations were made to ready HARRY S. TRUMAN for her maiden deployment. A comprehensive fifty-five day Subsistence Endurance Base (SEB) was created, all equipment was 100% operational. Each area within the Food Service Division was at the maximum state of readiness prior to deploying.

- Food Service/Mess Decks/Wardroom Merger - A first of it's kind complete merger of all food preparation functions was completed on board an aircraft carrier within the Food Service, Mess Decks, and Wardroom divisions. S2 division took on overall responsibility for all aspects of food preparation, inventory, and financial accountability for the General Mess and Wardroom operations.

- ASMAT One: Achieved an overall OUTSTANDING in sanitation during an extensive assessment by CNAL Inspectors.

- PIA - Numerous pieces of food service equipment were upgraded and/or replaced during an extensive Enlisted Quality of Life (EQOL) visit which enhanced the mission capabilities of the Food Service Division.

Special Events -

The Food Service Division provided exceptional support for the following Special Events:

- Served numerous monthly heritage meals .
- Performed 42 outstanding Ice Cream Socials for the crew.
- Provided exceptional support during a Shipyard Flight Deck Picnic.

S-3 Ship Store. S-3 division is presently manned with 51 Ships Servicemen, the manning has improved within the past 6 months. The Sales and Service division continues to perform and excel in every facet of service improving quality of life for HARRY S. TRUMAN Sailors. As a result of their superior performance the HARRY S. TRUMAN was selected as BEST IN CLASS SHIPS STORE operation for all Aircraft carriers in the Atlantic Fleet.

On October 1, 2001 LTJG Rayford assumed the duties as Ships Store Officer and LTJG Metcalf was assigned to S-6 Division. Despite the slow tempo of the Ships schedule, the S-3 division maximized sales and turned over \$85,000 in profit to MWR for the morale and welfare of the crew.

S-4 Disbursing. CY 2001 was an extremely busy year for Disbursing. USS HARRY S TRUMAN was chosen as the first carrier test platform for Disbursing Ashore prototype, part of Afloat Supply Department of the Future (ASDOF). Sponsored by NAVSUP and coordinated by CINCLANTFLT, the initiative was put into action by a collection of subject area experts that included Fleet Support Group, DFAS Cleveland, Field Examination Group from CINCLANT, Personnel Support Activity Norfolk, Personnel Support Activity San Diego and HST Supply Personnel.

Disbursing Ashore prototype involved testing the capability of an aircraft carrier to perform pay accounts maintenance and travel settlement ashore in preparation for future ship designs that require less on board personnel. The process involved leaving behind a number of ship and squadron DKs ashore to receive and process pay documents transmitted from the ship via a digital scanner. The DKs remaining on board acted as a conduit for pay impactive documents and performed customer service by using direct on-line connectivity to the Master Military Pay Account at DFAS Cleveland. Fiscal and ATM operations remained on board. Disbursing Ashore prototype officially started on 01 Dec 2000 while on HST's maiden deployment with eight squadrons on board and over 4900 Navy and Marine personnel. The prototype was officially completed upon HST's return to homeport.

In December this year, HST disbursing experienced its second on-site audit of Disbursing operations by CLF Field Examination Group. The team, on board for nine days, reviewed the Disbursing Officer's accountability, performed an on-site audit of service and pay records and examined pay-related computer systems. Successfully passing the examination with a grade of "Satisfactory" out of two allowable grades of "Sat" and "Unsat", HST Disbursing has been nominated for the Disbursing Excellence Award.

This year also marked a substantial transfer and receipt of numerous personnel. Four of HST's plankowners, DKC [REDACTED], DK2 [REDACTED], DK2 [REDACTED], DK2 [REDACTED] and DK3 [REDACTED] transferred

after the HST's return to homeport. In addition to numerous new strikers and DK3s, this year saw Disbursing's manning supplemented by the addition of LTJG [REDACTED], who relieved LT [REDACTED] as Disbursing Officer, in May 2001, DKC(SW) [REDACTED], DK1 [REDACTED] and DK2 [REDACTED]. CY 2002 will see the last of the remaining four Disbursing plankowners when DK1 [REDACTED], DK2 [REDACTED], DK3 [REDACTED] and DK3 [REDACTED] transfer.

Last but not least, we saw many of our personnel participate in the semi-annual Navy-wide advancement tests. Among those selected for advancement to Petty Officer Second Class were DK3 [REDACTED], DK3 [REDACTED] and DK3 [REDACTED].

S-5 Wardroom Operations. S-5 had a tremendous year. We managed some unprecedented special events and returned from an exciting deployment.

Major renovations this year in Wardrooms One, Two, Three, and Flag Spaces. We installed Stratica decks in all three Wardrooms as well as the Flag dinning area. The new decking adds a wood floor appearance to the dinning areas and is easier to maintain. Other special touches were done to all S-5 spaces to increase the habitability and comfort of the Wardroom members. With a team attitude between S-2 and S-5, the Wardroom has the atmosphere and food of a five star hotel and restaurant.

We also became the test site for the new Joint food Service Initiative. This new system includes a touch screen computer and ID / Smart Card reader which will integrate with the FSM computer system, making end of the month closeouts easier and more accurate.

We hosted a myriad of special events while on deployment. There was the Capstone luncheon for 44 general officers, the NATO Capstone for 30 foreign general officers, the International Defense Attaché luncheon, the Eagle Scout dinner, a dinner for Admiral Bowman, a reception in Halifax, and two Southern Command luncheons. On top of all that, we hosted the staff and talent of Fox Sports for the broadcast on deployment.

S-6 Aviation Support. What a year for the Aviation Support Division (S-6)! Deployment, repairables reconciliation, Supply Management Assist (SMA) and the AVCAL Quality Review Conference (AQRC) were just a few of the things that kept us busy.

The record-setting deployment was just the beginning of the fantastic year we had "Generating Sorties!" Carrier Air Wing Three was able to maintain a 98% mission completion rate as a result of the outstanding support from S-6. We also posted an average mission capable rate of 89% for the six month period. "Off-ship" generation was the lowest for a LANTFLT carrier in recent memory. These numbers were just the tip of the entire aviation support iceberg.

Once we returned from deployment in late May, we continued to set our sights high. Most carriers wait a few months before trying to account for all their repairable assets as is required by TYCOM. We jumped right in and attacked the issue in mid-July. The result was better than anyone at COMNAVAIRLANT had seen in recent years. We accounted for all but

one item! That means that in tens of thousands of initial load out receipts, issues, repair inductions, receipts, cross-decks and other transactions that only one item was misplaced. It was just one more amazing feat to add to the list.

As summer gave way to fall and the ship entered the shipyard, S-6 was fully engaged in preparations for the TYCOM Supply Management Assist. Many hours were devoted to ensuring processes were continuing and were well documented to guarantee our future success. We also sustained a 25% turnover rate in personnel. Luckily, most decided to continue their Naval careers and moved on to new commands. The SMA was a complete success and the inspectors were pleasantly surprised at the material condition of the storerooms as well as the solid knowledge of every member of the S-6 Team.

Before the year came to an end, we attended the AVCAL Quality Review Conference (AQRC) in order to negotiate our storeroom allowances for the upcoming deployment. Many hours were spent in preparation for this and it paid off. Most of the challenge candidates that we researched and submitted were accepted. Just another indicator of how well prepared we are to support the air wing when they arrive.

All in all a fantastic year for the Aviation Support Division! Great shipmates doing the little things that make a ship the best it can be.

S-8 Material Control. The year 2001 saw the completion of HARRY S. TRUMAN's Maiden Deployment and the beginning of a Planned Incremental Availability (PIA). While on deployment S-8 team continued to set the pace, conducting the safe and efficient onloads/offloads of Carrier Air Wing Three in addition to completing over 35 INREP/UNREP events. Always striving to be the best, inventory validity numbers were maintained at or above TYCOM goals despite the increased operational commitment.

The Post Overseas Movement (POM) standdown was a period of well-deserved time off to spend with friends and family. During this time the final off-loading was completed for the ship and the airwing

During December, we underwent our second pre-deployment Supply Management Assist (SMA). Not surprisingly, Material Division was evaluated "outstanding" in all functional areas. The hard work and long hours of preparation paid big dividends.

After the deployment many of our strong achieves moved on to new duty stations. Now we are training their replacements to continue the high level of operational standards we have established. As always, we were just doing our part to generate sorties!

Our year 2001 highlights included:

- On/Offloaded 20,000+ pallets of stock and provisions. At an average weight of 1,000 pounds per pallet, that comes to over 10,000+ tons!
- Received a grade of Outstanding during Supply Management Assist.

- 88% Warfare qualification both EAWS/ESWS
- Retained 85% of our personnel in the Navy.
- Awarded 2 Navy Commendation Medals, 14 Navy Achievement Medals, 10 Flag Letters of Commendation, and 9 Commanding Officer Letters of Commendation.

S-9 Hazardous Material Management. S-9 Division is manned by 16 hard charging personnel of various ratings. The bulk of S-9 are permanent personnel while a few are on a 6-month TAD rotation. HAZMAT is seen by most people as the HAZMAT Team of the future. We maintain all HAZMAT carried on the ship as well as all the issues and offloads of HAZMAT. We provide fluorescent light bulbs on a one-for-one basis and maintain the ship's cleaning gear station.

During our maiden deployment we provided timely support to the ship and airwing. We operated 20-hours a day for customer service as well as 24-hour emergency support. We flawlessly offloaded over 75 tons of used and excess HAZMAT. We also assisted the Enterprise battle group by giving them their needed HAZMAT during turn-over. We finished our deployment with an average of 12,000 issues per month.

The year 2001 also brought many improvements and changes for the S-9 Division. We achieved 97 percent inventory validity on SMA. All HAZMAT spaces have One-Step floor coating applied, which has decreased the amount of man-hours required for upkeep.

There has been an increase in shelving in the forward paint locker to allow increased availability of paints. S-9 uses the Windows based HICS program. This system has proven itself to be fully capable with keeping track of issued.

Our next big challenge will come early next year as we try to raise our inventory values to meet our customer's needs. HAZMAT will face this challenge like all others, as a piece of cake.

S-10 Quality Assurance. The QA team remained manned with 4 personnel in three ratings. These individuals completed numerous quarterly, monthly, weekly, and daily audits and reviewed all divisional desk top procedures to incorporate changes necessitated by the shift from SUADPS-RT to R-Supply. It was a tedious process but it proved to be highly successful, culminating in a successful CNAL ASMAT visit in December.

S-10 completed more than 2500 sample inventories and LAP. In addition, S-10 confirmed items to be NIS by doing an additional spot inventory. Validity rates for inventory and LAPs incredibly continued to be well above TYCOM standards for the whole year. Monthly end of the month reports got complicated due to the restrictions in spending BP 28 account, ASDOF initiatives and pre-deployment stance. S-10 also completed BRF maintenance clean up inventories, Hazardous Material inventories, and AT1 material review.

This year also encompassed the transfer of HST plankowner MS3 [REDACTED] in addition MS2 [REDACTED] recently transferred also.

S-11 CPO Mess. The Chief Petty Officer Mess had a very busy year 2001. ATC(AW/NAC) [REDACTED] became the sixth CPO Mess Caterer when he relieved AOC(AW) [REDACTED] in August 2001. MS1(SW) [REDACTED] relieved MS1(SW) [REDACTED] as the Senior Mess Specialist for the CPO Mess in October.

The Mess sponsors Special Meals such as Bosses Night, Right Hand Person Night, Sailor of the Quarter Luncheon's and Special Meals for Distinguished Visitors.

Many improvements were made to the Mess throughout the year to include a new Stratica simulated wood deck, a complete paint out and the partial redesign of the beverage line. The hours of operation while underway included the Grill to be open 24/7 for watchstanders, Sunday Brunch from 1000-1300, and Saturday Pizza and Beer Night, all being moral boosters.

The CPO Mess had to overcome many difficulties while in Portsmouth for PIA including operating out of Wardroom 1 for 2 months, and enduring frequent power, water and steam outages. Despite the many hardships the Mess came through and always provided the absolute best service available.

The CPO mess also manages 13 berthings, six heads, multiple passageways, and three storage spaces. The CPO Mess has 364 members while embarked and 207 Ships Company CPOs while at homeport. The Mess is operating with a \$57,000 monthly budget while inport and \$82,000 budget while at sea.

S-12 Post Office. The Post Office continued to provide the highest level of customer service to the crew of USS HARRY S. TRUMAN in the year 2001. This is evidenced by the numerous compliments from customers concerning the professionalism and courteous service provided not only at our window, but also from various individuals that appreciate the questions we answer concerning mail delivery transit times and packaging advice outside of our working environment. Since the full scale of operations during the maiden deployment to the middle of our current maintenance availability, the post office has remained motivated and is focused on the challenge of preparing for our next extended deployment.

S-12 challenges this year included:

- 1) Successfully completing our maiden deployment without a single safety discrepancy.
- 2) Passing a pre-inspection during SMI.
- 3) Successfully implementing the Flexible Credit System Afloat. (Mentioned below.)
- 4) Ending the year with our focus on an upcoming CINCLANTFLT Postal Assessment and a long list of preparations towards the work-up cycle and the next deployment.

CVN 75 Post Office converted to and successfully implemented the NAVSUP pilot program of Flexible Credit Afloat, an initiative created to move workload ashore. Though we struggled at first, we discovered that accountability was easier and more accurate while significantly reducing man-hours spent to document and maintain daily financial data. Through the records we maintained coupled with the documented lessons learned, NAVSUP together with MPSA and CINCLANTFLT have made preparations to convert all large platform post offices to this form of accounting and expect 'roll out' to the remainder of the fleet to begin in January 2002.

The 2001 fiscal year reflects the ship's post office has sold over \$186,000.00 worth of postage, accepted over \$475,000.00 in money orders sales and handled nearly 750,000 lbs of incoming and outgoing mail combined. No small feat for an office of only ten to twelve individual team members at any one time throughout the year.

SS-40 Maintenance and Damage Control. The SS40 (Supply 3M/DC) Division is composed of 9 personnel. SS40 conducted maintenance on equipment, damage control gear, and ventilation systems in over 760+ supply spaces. In addition to this, the Division corrected over 250 Zone Inspection discrepancies within 48 hours after inspection and conducted regular random inspections of Supply spaces. All discrepancies discovered during the random inspections were corrected on the spot.

During the PIA 2001, the Ventilation Team was established which composed 15 personnel of diverse ratings from the Department in installing over 1200 vent covers for the ship during the Planned Increment Period (PIA). The SS40 Division also manages the Ship's Self Service Laundry which 3 TAD personnel are provided from (Air, Navigation, and Weapons) Department.

In addition, this year marked the transfer of HST plankowner MS1 [REDACTED]. Also, two GENDETS assigned were recently advanced to Petty Officer Third Class (DC3 [REDACTED] and GSM3 [REDACTED]). The Division manning was supplemented by MS1 [REDACTED] and DK3 [REDACTED].

TRAINING DEPARTMENT

Temporary Additional Duty (TAD) – In CY 2001, the HARRY S. TRUMAN Training Department managed \$446,500 in budget OPTAR grants for TAD schools and travel. The Training Office processed 415 sets of cost-TAD orders and travel claims for schools and travel, and 3476 sets of no-cost orders for professional schools and training in the Norfolk area.

Leadership Training Continuum (LTC) – The Training Department managed a heavy, post-deployment surge in LTC requirements, driven by CNO directives for mandatory LTC completion. Training Department coordinated and secured quotas for 328 HARRY S. TRUMAN personnel, ensuring all Sailors eligible for advancement received the required training.

Indoctrination Division (I-Div) - The Training Department continuously held Command Indoctrination Classes to accommodate every Sailor checking on board. During Command Indoctrination, new HARRY S. TRUMAN Sailors are introduced to key personnel, and trained on a variety of HARRY S. TRUMAN policies and programs. Khaki Indoctrination, an abbreviated version for E-7 and above, was held once per month.

WEAPONS DEPARTMENT

G-1. During 2001 G-1 Division achieved a high level of readiness and magnificently supported our maiden deployment and PIA 2001. Seventy-three Sailors obtained proficiency in flight deck operations, conventional ordnance handling, small arms, EE and Diesel forklifts, CPR, Damage Control, 3M, QA Craftsman, and weapons elevator qualifications.

The Aviation Weapons Support Equipment Branch of G-1 provided unprecedented support for the Air-Wing. They were able to achieve a high level of readiness through their superb maintenance actions... performed maintenance on 2500 pieces of support equipment and reworked 600 pieces of AWSE during PIA 01.

The forklift workcenter successfully supported all onloads, offloads and ordnance handling evolutions. They also weight tested 30 EE forklifts, instructed and qualified 170 explosive operator forklift drivers (within five divisions).

The flight deck crew provided superb support to the Air-Wing during "Operation Southern Watch". The work center successfully trained 24 personnel in flight deck operations and performed a meticulous rehab of all their spaces during PIA 01.

The 3M/Damage Control Work Center accomplished over 1700 scheduled maintenance actions during calendar year 2001. Tracked and planned all jobs for PIA 01.

G-2. The ship's armory is responsible for the test and operational maintenance of 35 magazine sprinkler systems, maintenance and upkeep of 132 small arms and two 40mm saluting batteries. As well as, conducts small arms weaponry training and qualifications, MK-79 Illumination Signal Kit training and MK-46 torpedo banding operations for fixed wing/rotary wing aircraft. G-2 successfully completed one major ammunition offload, Small Arms Readiness Review (SARR), and HARRY S. TRUMAN's first flight deck small arms qualification. They also provided honors with 40MM saluting batteries to support USS SEATTLE's change of command ceremony. Safely conducted 25 weapon familiarization live fire exercises, utilizing the Browning HB 50 Caliber machine gun and the M-60 machine gun. Trained and qualified over 500 Force Protection Watch Standers, comprised of Weapons Department, Security Force personnel and embarked Air Wing personnel in the proper operation and use of the .50 caliber machine gun, M-60 machinegun, M-14 rifle, 12 gauge shotgun and 9MM pistol. They also Refurbished ten 50 caliber machine gun mounts/stands and refurbished ten ready service lockers. Completed over 2,000 Planned Maintenance Actions. Division personnel accomplishments include one selection for the Command Advancement Program and four personnel achieved their Enlisted Surface Warfare Specialist Qualifications.

G-3. At the beginning of 2001 we found ourselves still in the Arabian Gulf. One of the highlights during the initial months was the preparation of a large quantity of ordnance for a major strike against Iraq, in support of United Nation's sanctions. While on station a variety of ordnance was assembled and issued in support of "Operation Southern Watch". Flawless performance was the norm, and reflected the good attitude and moral of the Division. Upon

completion of our deployment, we had a joyful occasion when reunited with our love ones, an anxious and awaited moment. During our transit and in preparation to our return, all ordnance was sentenced and prepared to be offloaded. This was a monumental undertaking. The ammunition offload took only one and a half days. The fastest offload in the Atlantic Fleet, establishing a new precedence. Again, HARRY S. TRUMAN G-3 Team created a new benchmark by which other carriers can follow. After the offload, we entered the Planned Incremental Availability (PIA). The Division was tasked with the rehabilitation of all of our spaces. This was flawlessly accomplished among the many taskings our division experienced. Over one hundred jobs were completed in expeditious manner. Currently, G-3 is preparing for round two of qualifications and preparations for the next deployment. The next Inter-Deployment Training Cycle (IDTC) will be tackled with the same enthusiasm as the previous one, ensuring G-3's superb performance will be the norm.

G-4. G-4 Division is responsible for the safe operation and maintenance of the Weapons Elevator and EE Electric Forklifts. The Elevator Division coordinates and directs PMS on all elevators and EE forklift systems, as well as, all Munitions Handling Pallet Jacks. Additionally, they provide training and license issue for all elevator operators, maintenance personnel and Electric Forklift operators. They are also tasked with maintaining the department electrical tool issue and CPR qualification programs.

Elevator licensing and training programs continue to receive outstanding grades from FTSCCLANT's Elevator Assessment Team. Our instructors trained and qualified 189 personnel as Elevator Operators/Safety Observers, certified over 250 Command personnel in CPR and qualified/re-qualified over 150 explosive forklift operator drivers within the Department. Maintenance personnel safely completed over 520 scheduled and 250 unscheduled elevator maintenance actions and over 400 scheduled and 150 unscheduled forklift maintenance actions, to include complete overhaul and weight test of all 30 EE forklifts. Consummate professionalism resulted in 100 percent Weapons elevator and systems availability throughout the entire maiden deployment and Planned Integrated Availability. Achieved a RAR of 100 percent for work center's WG04 and WG44. Assisted WESU in the accomplishment of over 25 Machinery Alterations (times 9 for all elevators) and the repair of over 55 Repair Activity/Depot level jobs. Successfully assisted NSWCCD-SSSES in the completion of SHIPALT CVN-8935D, providing the pilot platform for this critical fleet wide Elevator safety alteration.

Produced Weapons Department Supervisor of the Quarter (2nd Qtr 2001) and Weapons Department Petty Officer of the Quarter (4th Qtr 2001). Four personnel achieved their Enlisted Aviation Warfare Specialist Qualification. Three personnel achieved their Enlisted Surface Warfare Specialist Qualification. Four personnel achieved dual Enlisted Surface/Aviation Warfare Specialist Qualification. Entire Division qualified .50 Caliber machine gun and M-60 machine gun operator.

G-5. G-5 Division (AWMCS, ROLMS, Q/A) - Coordinated and executed 11 ordnance on-loads both pier side and at sea in support of ships load-out prior to and during our deployment in Nov. 2000. Requisitioned over 987 tons of high explosive munitions and 6.9 million pounds of training munitions in support of CVW-3's training requirement exercises, key factors in

maintaining aircrews in a constant readiness posture during deployment. Cross-decked over 800 tons of high explosive / training ammunition to our relief carrier in the Arabian Gulf. Provided training for 60 magazine crew personnel on new Retail Ordnance Logistics Management Systems scanner's... providing improved accountability and quicker sentencing of condemned ammo prior to offload. Conducted Qual/Cert boards for 230 personnel and coordinated the entire department's training efforts for ordnance handlers. Maintained 100 percent accountability of over 975 total asset records, in excess of \$475 million dollars. Completed over 8500 ammo-related transactions without discrepancy. Maintained a 99 percent record-low in-transit rate (monitored by Conventional Ammunition Integrated Management System) and often referred to as the model for other carriers on the waterfront to emulate. Conducted 24 Quality Assurance audits within the Department to ensure optimum mission readiness prior to deployment. Maintained the Weapons Dept. Technical Publication Library, consisting of over 1000 technical pubs and assorted checklists. Responsible for the upkeep of all publications within Weapons Dept.

SECURITY. HARRY S. TRUMAN Security Force is currently composed of 18 rated Master-at-Arms, and 45 designated personnel from ship's company on a TAD basis, specifically organized, trained, and equipped to provide force protection, physical security, law enforcement, and Navy corrections duty under the authority of the Commanding Officer. Duties of the security force involve matters of force protection/anti-terrorism, investigations, interrogations, apprehensions, crime prevention, preservation of crime scenes and evidence gathering, enforcement of appropriate orders and regulations, physical security, crowd control, confrontation situations, and brig operations.

HARRY S. 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 force is organized into three basic branches: Training, Operations, and Investigations. The Training branch is responsible for planning, conducting, and documenting all ship-wide security and anti-terrorism training. The Operations branch is responsible for all patrol functions. The Investigations branch is responsible for investigating all cases not under the jurisdiction of NCIS, and maintains effective liaison with the local NCIS agent on all investigative matters.

The Security Force continued to enjoy success after success. The year began with continued heightened security worldwide following the attack on the USS COLE and threats of domestic and international terrorism. Operating in the Arabian Gulf and Mediterranean Sea, the Security Force expertly planned and flawlessly executed Force Protection Plans for six foreign port visits. Additionally, effective planning and teamwork lead HST through CY-01 LANTFLT Force Protection Exercise with "Zero" Opposing Force penetrations. All the hard work and training during deployment paid off when America was attacked on September 11th and the Security Force and Weapons Department team was able to immediately man armed posts providing protection for the ship and her crew. Urinalysis: Two Annual Command Unit Sweeps were successfully completed in 2001. Over 6000 urine samples were collected and processed, resulting in the identification of 72 drug offenders.