DEPARTMENT OF THE NAVY

USS ENTERPRISE (CVN 65)
FPO AE 09543-2810

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From: Commanding Officer, USS ENTERPRISE (CVN 65)
To: Naval Historical Center

Subj: 2011 COMMAND OPERATIONS REPORT

Ref: (a) OPNAVINST 5750.12J

Encl: (1) Command Operations Report for Calendar Year 2011
(2) Welcome Aboard Materials
(3) Change of Command Ceremony Program
(4) 50th Birthday Celebration Program and Materials
(5) Battle Efficiency Award Submission
(6) DVD of Press Releases, All Hands Updates, and the Shuttle
(7) DVD of Released Photographs
(8) DVD of and Pertinent Operations Report Information
(9) CD of Unclassified Messages
(10) CD of All Published ENTERPRISE Notices

1. Per reference (a), enclosures (1) through (10) are submitted. Point of contact is LCDR Sarah T. Self-Kyler, Public Affairs Officer, (757) 443-7792. E-mail address: pao@cvn65.navy.mil.

W. C. HAMILTON, JR.

COMMAND OPERATIONS REPORT

UNITED STATES SHIP ENTERPRISE
(CVN 65)

1 JANUARY - 31 DECEMBER 2011

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4) **SUPPORTING REPORTS:**

Listed below are the supporting reports being submitted in electronic format on CD-ROMs as enclosures.

- Situation Reports
- Operational Reports
- After Action Reports
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- End-of-Cruse/Deployment Reports
- Intelligence Summaries
- Major Exercise Reports
- Award Submissions
- Battle Efficiency Award Submission
- Safety Reports
- End of Cruise Reports
- Air Plans- ISO combat operations or days of significance in training

5) **PUBLISHED DOCUMENTS:**

Listed below are the published documents being submitted in electronic format on CD-ROMs as enclosures.

- 5050s
- Press releases
- Welcome Aboard materials
- Change of Command materials
- 2011 Cruise Book
- The Shuttle
- Command websites

6) **PHOTOGRAPHS:**

Photographs are included as enclosures on CD-ROMs

- Command Leadership
- DV Embarks & Receptions
- Community Relations (COMREL)
- Released Photographs

1) Command Data

Name of Command: USS Enterprise (CVN-65)

UIC: 03365

Name and Rank of Leadership:

Last:	First:	M.I.:	Rank:	Title:	Inclusive Dates:
Honors	Owen	P.	Captain	CO	Jan 1 - Jan 4
Mewbourne	Dee	L.	Captain	CO	Jan 4 - Aug 17
Hamilton	William	C.	Captain	CO	Aug 17-Dec 31
Scholl	Ryan	B.	Captain	XO	Jan 1 - Apr 15
Huffman	Gregory	C.	Captain	XO	Mar 30- Dec 31
Oxley	Keith	G.	MCPO (E-9)	CMC	Jan 1 - Sep 30
Young	Eric		MCPO (E-9)	CMC	Oct 1 - Dec 31

Mission/Command Employment/Area of Operations:
To conduct prompt and sustained combat operations from the sea.

Homeport:
Norfolk, Virginia

Immediate Superior in Command:
Operational: Commander, Carrier Strike Group TWELVE
Administrative: Commander, Naval Air Force, Atlantic

Assigned Task Force/Group/Unit Names and Missions

OPLAN(s) and named operations:

- Operation ENDURING FREEDOM: 19 Mar-09 Apr, 2 May-2 Jun
- Operation NEW DAWN: 17-28 Apr

Commands, Detachments or Units deployed on board or stationed aboard as tenant activities:

- Commander Carrier Strike Group TWELVE (embarked)
- Carrier Air Wing ONE (embarked)
- Destroyer Squadron TWO (embarked)

Number of Personnel Assigned: (As of 31 December 2011)
(AO/PERSO)
Officers: 180
Enlisted: 2,952
Civilian: 28

Command Point of Contact:

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Public Affairs Officer
757-444-7686
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pao@cvn65.navy.smil.mil (SIPR)

Command Mailing Address:

Commanding Officer
USS ENTEPRIRISE (CVN-65)
FPO AE 09543-2810

Captain Owen P. Honors
Commanding Officer
January 1 - January 4, 2011

Captain Honors is a native of Syracuse, New York. He graduated with a B.S. in Aerospace Engineering from the U.S. Naval Academy in 1983. He was designated a Naval Aviator in September 1985.

After initial F-14 training with the "Grim Reapers" of VF-101, Capt. Honors was assigned to the "Bedevilers" of VF-74, and deployed onboard USS SARATOGA (CV 60) to the Mediterranean Sea. During this tour, he attended U.S. Naval Fighter Weapons School (TOP GUN) and was selected to attend Test Pilot School.

In 1989, he reported to the U.S. Naval Test Pilot School, graduating in 1990. His test tour was completed at the Strike Aircraft Test Directorate in Patuxent River in the carrier suitability department.

In April 1993, Capt. Honors reported to the "Black Aces" of VF-41 for his department head tour deploying onboard the USS THEODORE ROOSEVELT (CVN 71). While attached to VF-41, he served as both Operations and Maintenance Officer conducing combat operations in the Former Republic of Yugoslavia and Iraq.

Following this tour, he reported to the Naval War College in Newport, Rhode Island, and received a Master of Arts degree in National Security and Strategic Studies. In September 1996, he reported to the U.S. Atlantic Command for joint duty as the Joint Reconnaissance Center Branch Head. While in this tour, Capt. Honors was selected for aviation command.

In October 1999, Capt. Honors reported to the "Checkmates" of VF-211, deploying onboard USS JOHN C STENNIS (CVN 74). Capt. Honors assumed command of the "Checkmates" in February 2001. While attached to the Checkmates, he deployed twice to the Western Pacific/ Arabian Gulf. His second deployment was on short notice in support of Operation Enduring Freedom soon after the events of 9/11.

Capt. Honors reported to the Bureau of Personnel as the Head JO detailer in May 2002. He was selected for CVN XO in October 2002, and departed BUPERS in October 2003, to begin Aviation Nuclear Officer training. He reported as Executive Officer of USS ENTERPRISE (CVN 65) in July 2005, deploying twice prior to departing in September 2007.

In January 2008, Capt. Honors assumed command of the U.S. SIXTH Fleet Command Ship, USS MOUNT WHITNEY (LCC 20) homeported in Gaeta, Italy. The ship conducted humanitarian assistance missions to Lebanon and the Republic of Georgia in support of Operation Assured Delivery.

Capt. Honors was the twenty-first Commanding Officer of USS ENTERPRISE (CVN-65).

He has accumulated more than 3,400 flight hours in 31 different types of aircraft with over 700 landings of 15 different carriers. Capt. Honors has flown 85 combat missions in three different theaters. He currently is flying the F-18 Super Hornet with CVW-1. His awards include the Legion of Merit, Bronze Star, Joint Meritorious Service Medal, Air Medals, Meritorious Service Medal, and various campaign/ personal awards.

Captain Dee L. Mewbourne
Commanding Officer
January 4 - August 17, 2011

Captain Mewbourne was raised in Ormond Beach, FL. He graduated in 1982 from the U.S. Naval Academy with a Bachelor of Science Degree and later earned his Masters Degree in Business Administration from Colorado State University. He is also an honor graduate of the United States Naval Test Pilot School and completed the Navy's Nuclear Power Program, Air Command and Staff College, and Joint Forces Staff College.

Captain Mewbourne was designated a Naval Flight Officer in December 1983. Flying the A-6E Intruder, he completed his initial sea tour in VA-34 where he participated in Operation EL DORADO CANYON, the April 1986 retaliatory strike on Libya, while deployed in USS AMERICA (CV 66). Later tours included Tactics and Operations Officer in VA-75 embarked in USS JOHN F. KENNEDY (CVN 67), and the Operations Officer for Carrier Air Wing THREE (CVW-3) embarked in USS DWIGHT D. EISENHOWER (CVN 69). Serving as the Executive Officer of VA-196 until the A-6 community disestablished, Captain Mewbourne embarked in USS CARL VINSON (CVN 70) and flew the final flight of the Intruder on 27 March 1997. He later served as the Executive Officer of VAQ-139 and USS GEORGE WASHINGTON (CVN 73).

Ashore, Captain Mewbourne was a flight instructor in VA-42, the East Coast A-6E Fleet Replacement Squadron, and the project officer for the A-12 Avenger II and follow-on advanced aircraft programs at the Strike Aircraft Test Directorate. Later he served as Military Assistant and Trip Coordinator for the Secretary and Deputy Secretary of Defense. Following the attack on the Pentagon he also served as Special Assistant to the Secretary's Senior Military Assistant.

Captain Mewbourne's first command was VAQ-139 embarked in USS ABRAHAM LINCOLN (CVN 72). During his tenure, the squadron was awarded the Battle "E", Safety "S", Golden Anchor, and Prowler Tactical Excellence awards. He then commanded USS NASHVILLE (LPD 13) during which time the ship distinguished itself by earning the Golden Anchor award and transporting 2,706 American citizens from Beirut to Cyprus during a regional crisis between Israel and Lebanon in July 2006. Captain Mewbourne most recently commanded USS DWIGHT D. EISENHOWER (CVN 69). While in command, the ship completed two combat deployments supporting Operation ENDURING FREEDOM and received the Ramage, Admiral Flatley Memorial, CNO Environmental Quality, SECDEF Maintenance, and Golden Anchor awards. In September 2010, Captain Mewbourne reported to Navy Cyber Forces as the Chief of Staff.

Captain Mewbourne reported as Commanding Officer of USS Enterprise in January 2011.

Captain Mewbourne's awards and decorations include the Defense Superior Service Medal, Legion of Merit (two awards), Meritorious Service Medal (four awards), Air Medal with Combat "V", Strike/Flight Air Medal (two awards), and various other personal and unit awards and campaign medals. In 1985, while assigned to VA-42, he was selected as the "Replacement Bombardier/Navigator of the Year." Two years later, he was selected the East Coast A-6 community's "Junior Intruder of the Year." He has accumulated over 3,500 total flight hours in 47 various type aircraft and over 1,000 arrested landings on 10 carrier decks.

Captain William C. Hamilton, Jr.
Commanding Officer
August 17 - December 31, 2011

Capt. Hamilton is a native of Alabama where he earned an undergraduate degree in Aerospace Engineering from Auburn University in 1981. He also holds a Master of Science Degree from the University of Tennessee.

Following flight training, Capt. Hamilton reported to the "Knighthawks" of VFA-136 at NAS Cecil Field, FL. While on his first sea tour he attended the Navy Fighter Weapons School, and was selected COMNAVAIRLANT LSO of the Year for 1990. He completed Mediterranean deployments in USS Coral Sea (CV 43) and USS Dwight D. Eisenhower (CVN 69).

Following training at the U.S. Naval Test Pilot School in Patuxent River, Md., Capt. Hamilton served as F/A-18 Project Officer at Naval Weapons Center (NWC), China Lake, California. In addition to test pilot duties in weapons and systems integration, he designed several software functions still utilized by Hornets and Super Hornets and was the first to release a self-laser guided weapon from an F/A-18. Capt. Hamilton's Department Head tour was in the "Rampagers" of VFA-83 at NAS Cecil Field. He deployed in USS Enterprise (CVN 65), flying patrol missions over Bosnia and Iraq.

Capt. Hamilton returned to China Lake as the Naval Air Warfare Center (NAWC), Weapons Division senior developmental test pilot for the F/A-18 E/F. He was the first to fly the Super Hornet at night and the first to fly it utilizing night vision devices.

He reported to the "Sidewinders" of VFA-86 as Executive Officer in 1999 and deployed in USS John F. Kennedy (CV 67). Following the Sept. 11 terrorist attacks, with Capt. Hamilton serving as Commanding Officer, the "Sidewinders" deployed in USS Theodore Roosevelt (CVN 71) in support of Operation ENDURING FREEDOM, where he flew 43 combat missions over Afghanistan. Following nuclear power training, Capt. Hamilton reported to USS Enterprise (CVN 65) as Executive Officer. Capt. Hamilton assumed command of USS DUBUQUE (LPD 8) in November 2005 and led the ship through a nine month deployment to the Western Pacific and North Arabian Gulf while transporting the 15th Marine Expeditionary Unit to duty in Iraq. In 2007, he became the Joint Deployment Operations Director (J33) at US Joint Forces Command where he sourced and deployed forces from all four military services in support of Geographic Combatant Commander requirements.

Prior to assuming command of USS Enterprise (CVN 65), Capt. Hamilton served as Aircraft Carrier Requirements Officer for Commander, Naval Air Forces where he led efforts to upgrade and maintain the current fleet of aircraft carriers and integrate our newest carrier, USS Gerald R. Ford (CVN 78).

Capt. Hamilton has logged over 5500 total flight hours and over 850 carrier landings. He was awarded the Defense Superior Service Medal, Bronze Star, Legion of Merit, Meritorious Service Medal (2), Air Medal, Air Medal with Combat "V", Strike Flight Air Medal (6), Navy Commendation Medal (2), and the Navy Achievement Medal (2), in addition to other unit and campaign awards. During his career, he was recognized on twenty occasions as a "top ten" pilot in carrier landing evaluations.

Captain Ryan B. Scholl
Executive Officer
January 1 - April 30, 2011

Captain Ryan B. Scholl, a native of Beltsville, Maryland, attended Princeton University where he played varsity football and majored in Electronic Materials and Devices. He graduated in 1987 with a B.S. in Electrical Engineering and Computer Science. He received his commission as an Ensign from Aviation Officer Candidate School earning the Distinguished Naval Graduate. After he was designated a Naval Aviator in February 1990, Captain Scholl reported to VA-122 in NAS Lemoore, California for A-7E replacement pilot training.

In September 1990, Captain Scholl was assigned to the "Gunslingers" of VA-105, where he made one Mediterranean deployment aboard USS KENNEDY (CV 67). Captain Scholl was awarded the 1993 Carrier Air Wing Three Pilot of the Year and won the 1993 M. Scott Speicher Award for ordnance delivery precision. In July of 1994, he was selected to the Navy Flight Demonstration Squadron to serve as a demonstration pilot. Captain Scholl was the Narrator, Opposing Solo Pilot, and Lead Solo Pilot in his three seasons with the Blue Angels.

Following this assignment, Captain Scholl reported to the "Rampagers" of VFA-83 in March 1998 for his department head tour and made two Mediterranean/ Arabian Gulf deployments aboard USS EISENHOWER (CVN 69) and USS WASHINGTON (CVN 73). Captain Scholl was awarded the 2000 CSFWL Mike Longhardt Leadership Award. In March 2001, he reported to the Navy War College in Newport, Rhode Island, and graduated "with distinction" earning a Master of Arts Degree in Strategic Studies one year later. Captain Scholl subsequently attended the Joint Forces Staff College in Norfolk, Va.

Captain Scholl reported to VFA-81 as Executive Officer in April 2003, and assumed command of the "Sunliners" on 2 September 2004. During his tenure in command of VFA-81, the squadron earned the Secretary of Defense Phoenix Award for Maintenance Excellence (Small Command), the Captain, Naval Air Forces, Atlantic Fleet Battle "E" Award for the top Fighter/Attack squadron on the East Coast, the McClusky Award for the top Attack squadron in the US Navy, and the Estocin Award as the top Fighter/Attack squadron in the U. S. Navy.

In November 2005, Captain Scholl was selected for Nuclear Aircraft Carrier pipeline and was subsequently selected for command of the Joint Provincial Reconstruction Team (PRT), Asadabad, Afghanistan. After standing up and organizing this new unit, these 35 Sailors and 70 Soldiers completed training and deployed in April 2006. His PRT conducted hundreds of construction, governance and humanitarian assistance missions in Kunar and Nuristan provinces Captain Scholl's transfer of command ceremony of this ground combat unit in Kunar Province Afghanistan was conducted on 19 April 2007. Following his IA tour he completed the Nuclear Power Training pipeline and reported as Executive Officer of USS ENTERPRISE in June 2009.

Captain Scholl's personal decorations include the Bronze Star, three Meritorious Service Medals, two Strike/Flight Air Medals, three Navy and Marine Corps Commendation Medals, three Navy and Marine Corps Achievement Medals and various unit, campaign and service ribbons. He has accumulated over 4200 tactical jet flight hours and 734 carrier landings.

Captain Gregory C. Huffman
Executive Officer
April 30 - December 31, 2011

Capt. Gregory C. Huffman is the son of a career naval officer. He was commissioned upon his graduation from the United States Naval Academy in May 1989. Capt. Huffman then attended the University of Maryland where he received a Master of Arts degree in December 1989.

He earned his wings in 1992 upon completion of advanced jet training at Naval Air Station (NAS) Chase Field, Beeville, Texas. After completing replacement pilot training with the GLADIATORS of VFA-106 at NAS Cecil Field, Jacksonville, Fla., Capt. Huffman joined the RAMPAGERS of VFA-83. He completed two deployments with VFA-83 onboard USS Saratoga (CV 60) and USS Enterprise (CVN 65) participating in combat operations over Bosnia and Iraq. While assigned to the RAMPAGERS, he earned a Wing Landing Signal Officer qualification and was named the Strike Fighter Wing U. S. Atlantic Fleet FA-18 Pilot of the Year for 1996.

Capt. Huffman attended the U.S. Navy Test Pilot School (USNTPS) at NAS Patuxent River, Md., and graduated with Class 112 in December 1997. He then served two years as a test pilot at the Naval Weapons Test Squadron in China Lake, CA, participating in initial developmental testing of the FA-18E/F and serving as program manager for Electronic Warfare and FA-18E/F systems. During this time he earned a Master of Science degree from the University of Tennessee and became a Member of the Society of Experimental Test Pilots.

Capt. Huffman reported to the SUNLINERS of VFA-81 in January 2000 as a Department Head. Immediately following the Sept. 11, 2001 terrorist attacks, he flew Combat Air Patrol missions off of New York City from the USS George Washington (CVN-73) in support of Operation NOBLE EAGLE. He also deployed twice onboard USS George Washington and flew combat missions over Iraq, Kosovo and Afghanistan. In 2001 Capt. Huffman received the Mike Longardt Leadership Award from Commander, Strike Fighter Wing, U.S. Atlantic Fleet.

In 2002 Capt. Huffman transferred to the White House where he served as Military Aide to the President of the United States until 2005. In April 2005 he reported to VFA-122 for refresher training in the FA-18 E/F Super Hornet. He remained with the FLYING EAGLES as the executive officer until April 2006.

Capt. Huffman reported to the ROYAL MACES of VFA-27, homeported in Atsugi, Japan, in May 2006 as executive officer and assumed command in August 2007. He completed multiple Western Pacific deployments onboard USS Kitty Hawk (CV 63) culminating with the successful crossdeck of the squadron to George Washington. Following his command tour Capt. Huffman reported to Naval Personnel Command, Millington, TN as the Head Aviation LCDR and JO Detailer. He commenced nuclear power training in May 2009.

He has logged over 2800 flight hours in 24 different aircraft types and has accumulated over 700 arrested landings. Individual awards include the Defense Superior Service Medal, Meritorious Service Medal, Strike-Flight Air Medal (two awards), Navy Commendation Medal (four awards, one with Combat V), Navy Achievement Medal, and numerous unit citations.

Command Master Chief(AW/SW)
Keith G. Oxley
January 1 - September 30, 2011

Master Chief Keith G. Oxley is a native of Poughkeepsie, NY. After graduation from high school in June 1986, he enlisted in the U.S. Navy and attended recruit training at Recruit Training Command, San Diego, California.

His first duty station was aboard USS AMERICA (CV 66). While onboard AMERICA, he completed a Mediterranean deployment, two North Atlantic deployments and was advanced to Second Class Petty Officer. In March 1991, he reported to Mobile Diving Unit TWO (MDSU-2) attached to Squadron 8 in support of various salvage and recovery ships. His follow on duty station in March 1994 was aboard USS WHIDBEY ISLAND (LSD 41) home ported in Virginia Beach, VA. While onboard WHIDBEY ISLAND, he completed two Mediterranean deployments, one UNITAS / WATC deployment, two North Atlantic deployments, earned his ESWS qualification, was selected as the 1995 Sailor of the Year, and was advanced to Chief Petty Officer.

In May 1998, he was assigned to Regional Support Group (RSG) Norfolk, VA as a Supply Management Inspector (SMI) for Atlantic Fleet ships. In May 1999, RSG joined with Afloat Training Group (ATG) Norfolk, VA. Performing very much the same job, he was titled as a Logistics Management Assessor (LMA). While attached to ATG, he was advanced to Senior Chief Petty Officer.

In December 2000, he reported to USS TORTUGA (LSD 46) home ported in Virginia Beach, VA. While onboard TORTUGA, he deployed to the Caribbean Sea as part of Standing Naval Forces Atlantic (SNFL), the North Atlantic in support of Strong Resolve 2002, and the Middle East for nine months in support of Operations ENDURING and IRAQI Freedom. While onboard TORTUGA, he was advanced to Master Chief Petty Officer.

In January 2004, Master Chief Oxley reported to the Staff of Commander Second Fleet (C2F) where he was selected by the Commander for the position of Staff Command Master Chief. He then reported to VAW-123 as the Command Master Chief in May of 2007. Following a successful deployment aboard USS ENTERPRISE (CVN 65) with the "Screwtops", Master Chief Oxley was selected as the Command Master Chief of Carrier Air Wing ONE (CVW-1).

While attached to CVW-1, he completed flight deck certifications aboard USS ENTERPRISE (CVN 65), USS EISENHOWER (CVN 69), USS CARL VINSON (CVN 70), and USS G.H.W. BUSH (CVN 77). Additionally, he completed several very successful unit level training detachments as well as two Air Wing Fallon detachments.

In October 2010, Master Chief Oxley was selected as the next Command Master Chief of USS ENTERPRISE (CVN 65). Master Chief Oxley is an honor graduate of the Senior Enlisted Academy (Class 130). His personal awards include the Meritorious Service Medal (three awards), Navy and Marine Corps Commendation Medal (three awards), Navy and Marine Corps Achievement Medal (six awards), and various unit citations and campaign awards.

ABCM(AW/SW) Eric J. Young
(Acting) Command Master Chief
September 30 - December 31 2011

Master Chief Eric J. Young is a native of Meadville, Pa. After graduation from high school in June 1988, he enlisted in the U.S. Navy and attended recruit training at Recruit Training Command, San Diego, Calif.

His first duty station was aboard USS Nimitz (CVN 68), home ported in Bremerton, Wash. While on board Nimitz, he completed two Western Pacific deployments, and was advanced to Petty Officer Second Class. In August 1992, he reported to Naval Recruiting District, Portland, Recruiting Station, Salem where he was advanced to Petty Officer First Class under the Recruiter Excellence Incentive Program. His follow on duty station in October 1995 was aboard USS Theodore Roosevelt (CVN 71) home ported in Norfolk, Va. While on board Roosevelt, he deployed to the Mediterranean in support of the Kosovo Campaign, as well as the Middle East twice. He also earned his Enlisted Aviation Warfare Specialist qualification, and was advanced to Chief Petty Officer.

In January 2000, he was assigned to Shore Intermediate Maintenance Activity (SIMA) Norfolk, Va., as a Recovery Assist Securing and Traversing (RAST) Overhaul Supervisor. While a part of SIMA he completed the Class B overhaul of RAST units and associated gear, for replenishment back into the supply system and completed a rewrite of the overhaul program that was approved by Naval Air Warfare Center as the official RAST overhaul. He was also advanced to Senior Chief Petty Officer

In May 2003, he reported to USS Enterprise (CVN 65) homeported in Norfolk, Va. While aboard Enterprise, he deployed four times to the Mediterranean Sea and the Middle East as part of Carrier Strike Group TWELVE, in support of Operation ENDURING FREEDOM, IRAQI FREEDOM, and NEW DAWN. During his time onboard Enterprise, he was the winner of the 2007 John C. Stennis Leadership Award, earned his Enlisted Surface Warfare Specialist qualification and was advanced to Master Chief Petty Officer.

In October 2011, Master Chief Young was appointed as the Acting Command Master Chief of Enterprise. His personal awards include the Navy and Marine Corps Commendation Medal (two awards), Navy and Marine Corps Achievement Medal (three awards), and various unit citations and campaign awards.

2) COMMANDER'S ASSESSMENT

Following a highly successful training cycle and holiday stand-down period, the USS ENTERPRISE (CVN 65) was struck by controversy on January 1, 2011, when the Commanding Officer, CAPT Owen Honors, was reported in the Virginian-Pilot over videos that he had produced during his tenure as the XO on Big E in 2006-2007.

On January 4, Captain Dee L. Mewborne assumed command of Enterprise and promptly continued preparations for the ships' imminent deployment.

Enterprise departed for her 21st deployment January 13, 2011, steaming east with the ships of the Enterprise Carrier Strike Group to the U.S. 6th Fleet area of responsibility(AOR), where from 26 - 29 January, the ship visited Lisbon, Portugal. The ship hosted a reception in the Hangar Bay for nearly 600 Portuguese guests. Additionally, the ship hosted tours for over 1,000 guests, including local officials, military leaders and citizens of Lisbon. While in Lisbon, 53 Sailors volunteered to paint two schools and worked at a local food bank.

Following further operations in the 6th fleet AOR, Enterprise stopped for it's second port visit of the deployment, Marmaris, Turkey from February 7-11. Enterprise held an evening reception for nearly 500 Turkish guests, including members of the military, government officials and civilian dignitaries. The following days saw more than 4,000 visitors to the Enterprise as local guests toured the ship. While in Marmaris, 68 Sailors played basketball and soccer games with the Marmaris soccer and basketball teams. Four Sailors assigned to the Red Rippers of VFA-11, became instant heroes when they performed CPR on a man who had been knocked unconscious and left in a local street. The man survived because of the heroic efforts of Aviation Electrician's Mate 2nd Class (AW) Christopher Hockey, Aviation Machinist's Mate 3rd Class Jacob Kudrin, Aviation Machinist's Mate Airman Brian Jones, and Aviation Structural Mechanic Airman Brandon Plummer.

On February 14, Enterprise transited the Suez Canal, chopping to Commander, U. S. Fifth Fleet, and proceeded through the Red Sea and into the Gulf of Aden, where Enterprise, the guided-missile cruiser USS Leyte Gulf (CG 55), USS Bulkeley (DDG 84) and USS Sterett (DDG 104) were called to conduct anti-piracy operations following the hijacking of the sailing vessel Quest. During the event, 4 pirates were killed and 15 were taken into custody. Fourteen of these pirates are in the US today awaiting trial.

USS Enterprise was the first aircraft carrier called to support counter-piracy operations. ENTERPRISE and USS LEYTE GULF were directly involved in counter-piracy operations for:

- S/V Quest
- M/V Falcon Trader
- M/V Arrilah

In March, Enterprise and embarked Carrier Air Wing (CVW) 1 launched their first sorties into Afghanistan in support of Operation Enduring Freedom (OEF).

Following a transit through the Strait of Hormuz, the ship conducted its third port visit to the Kingdom of Bahrain April 12-16. Enterprise remained in the Arabian Gulf through the early May, conducting Operations in support of Operation New Dawn in Iraq.

On April 24-25, Enterprise and USS Leyte Gulf also enjoyed a visit by country music star Toby Keith, who played a live show for thousands of Sailors and Marines aboard each of the ships.

In May, Enterprise returned to the North Arabian Sea and conducted another month of OEF operations supporting coalition forces on the ground in Afghanistan, totaling over 1,450 combat sorties.

While on station, ENTERPRISE STRIKE GROUP ships were directly involved in the disruption of 9 counter-piracy events, the capture of 75 suspected pirates, and detention of 18 suspected pirates.

While on station in the fifth fleet area of operation, Carrier Air Wing One (CVW 1) commenced OEF flight operations on Feb. 19 and continued until June 24 fulfilling 2,970 combat missions, maintaining an impressive 99.1 % Sortie Completion Rate, with 112 days on-station with only 18 maintenance days

The ship crossed the Equator on June 16, affording nearly 3600 Sailors and Marines the opportunity to participate in a "Crossing the Line" ceremony, and to wear the badge of "Shellback."

The ship transited the Suez Canal back into Sixth Fleet AOR on June 24, and proceeded to the final port visit of the deployment, Palma, Spain, from June 28-July 2, again affording the crew the opportunity to experience the culture of our host nation. Sailors participated in soccer and basketball games against teams from the Spanish Army's 47th Regiment and

subsequently conducted tours of Enterprise for Spanish team members. Another group travelled to Petra, the hometown of Fr Junpero Serra, who travelled from Palma in the 18th century to California, where he founded the system of missions that reaches from San Diego to San Francisco. Sailors painted and landscaped at the childhood home of Fr Serra, which is now a museum, and were subsequently hosted to a traditional Mallorcan lunch.

On July 1, Enterprise departed Palma for the final leg of the deployment, beginning her transit back towards the United States. The crew celebrated our nation's independence on July 3, with a Steel Beach Picnic, hosted on the flight deck.

Enterprise hosted 22 DV embarks (182 guests), 2 receptions (450 guests), and 31 in port tours (4950) guests) for a grand total of 5,582 guests on board during deployment.

Clearing the Straight of Gibraltar, on July 3, Enterprise sailed across the Atlantic bound for Mayport, Florida where on July 13, many crewmembers had members of their families come on board for a Tiger Cruise to Norfolk, VA. A total of 1441 tigers enjoyed an Air Power Demonstration on July 14 before the ship pulled back into Norfolk Naval Station on July 15.

In her 184 days away from Norfolk, Big E safely steamed nearly 60,000 miles, conducted 3 anchorages, 10 strait transits, 2 Suez Canal transits, 28 sea details, and 22 underway replenishment operations. The Air Wing flew 7,764 sorties… each mission a success due to the team work of the embarked Sailors and Marines.

Awards received during deployment included the Ramage, Flatley, Copernicus, CNO Environmental Quality Award, SECDEF Field Activity Maintenance (Phoenix) Award, Squadron Battle "E", CNO Safety "S", and ESTOCIN. (AO)

For one month following her return, the Sailors enjoyed leave during the post-deployment stand-down period.

Following a well deserved post-deployment leave cycle the ship began a 90-day maintenance availability. The official start date for Pier-side Intermediate Availability (PIA) began on August 15 when the crew along with shipyard workers and contractors began repairs, deep maintenance, and system upgrades throughout the ship, ensuring the ship would be ready for its 22nd and final deployment.

On August 17, Enterprise conducted a change of command ceremony, where Captain Dee Mewborne was relieved by Captain William C. Hamilton, Jr.

On November 25, ENTERPRISE celebrated it's 50th Birthday, with visiting dignitaries, plank-owners and former crewmembers traveling from all over the world to help celebrate the Golden Anniversary of the legendary warship. During this massive three-day celebration the ship conducted a memorial service for those who lost their lives while in service onboard Enterprise, held a three-day open house and culminated the festivities with a reception and two-hour program recognizing the accomplishments of the ship's storied 50 year history.

On December 5, Enterprise was underway once more for carrier qualifications, returning Dec. 16 to Pier 12, Norfolk Naval Station. The Crew went on holiday leave on Dec.17 through the end of 2011. Since the return to homeport on July 15, the ship hosted 3,102 guests during 139 in-port tours.

3) CHRONOLOGY

Ship's Movements and Operations:

- 13 January 2011 - Underway, Naval Station Norfolk
- 30 January 2011 - Straits of Gibraltar transit
- 15 February 2011 - Suez Canal transit
- 19 March - 09 April 2011 Operation ENDURING FREEDOM
- 10 April 2011 - Straits of Hormuz transit
- 17 April - 28 April 2011 - Operation NEW DAWN
- 30 April 2011 - Straits of Hormuz transit
- 02 May - 02 June 2011 - Operation ENDURING FREEDOM
- 08 June -19 June 2011 - assigned tasking
- 25 June 2011- Suez Canal transit
- 08 July 2011 - Straits of Gibraltar transit
- 15 July 2011 - Homecoming
- 04 December - 15 December - Group Sail/Carrier Qualifications

Exercises and operations (define acronyms & purpose of exercise/operation)

- ENTERPRISE and her Strike Group ships completed naval exercises with Portugal, Turkey, and Pakistan.
- Hosted a medical exchange for a team of 5 senior Pakistani Military Medical executives. This highly visible exchange took place only days after the Osama bin Laden mission and was celebrated as a pivotal Theater Security Cooperation triumph during a moment of otherwise strained relations with this critical U.S. ally.
  - Operation NEW DAWN
  - Operation ENDURING FREEDOM
  - 3MI - 25 June -08 July 2011
  - ORSE (Operational Reactor Safety Examination) - 7 July-11 July 2011

Installation of new weapons systems or changes

Combat Systems

- Removed NIPRNET TAG servers which were unable to support ship's mission. Installed USS GEORGE WASHINGTON's old NIPRNET servers during a hectic availability. NIPRNET local area network capability restored.
- Removed SIPRNET TAG servers which were maintaining ship's mission, but were suspect due to poor performance of TAG servers on NIPRNET. Also, having different hardware between NIPRNET and SIPRNET would reduce cross training

benefits between ADP and EDP. Installed USS GEORGE WASHINGTON's old SIPRNET servers during a hectic availability. SIPRNET local area network maintained consistency with NIPRNET architecture keep cross training between ADP and EDP intact.

- Installed 20 watt signal filter system for Hydra handheld radio system. During the previous EDSRA, the 90 watt amplifiers were removed from the Hydra System and 20 watt amplifiers were put in place. While 20 watt amplifiers have sufficient power to cover the ship, the signal filtering system was built for the noise generated at 90 watts. A completely new filtering system was installed and tested over several weeks to remove the excessive squelch and noise heard on Hydra during the 2011 deployment.

- **Port visits**
  - **Lisbon, Portugal (January 26-29, 2011)**
    - Hangar Bay reception for nearly 600 Portuguese guests.
    - Over 1,000 citizens, including local officials, military leaders and citizens of Lisbon visited Enterprise.
    - 53 Sailors volunteered to paint two schools and worked at a local food bank
  - **Marmaris, Turkey (February 7-11, 2011)**
    - Hangar Bay reception for nearly 500 Turkish guests.
    - More than 4,000 citizens, including local officials, military leaders and citizens of Marmaris toured the ship.
    - 68 Sailors played basketball and soccer games with the Marmaris soccer and basketball teams
  - **Manama, Bahrain (April 12-16, 2011)**
    - 52 Enterprise Sailors participated in soccer and basketball games with local teams followed by gift exchanges and tours of the ship provided by the Teams.
    - Provided manicures and talent show for residents of a women's shelter at the Women's Shelter of the Philippine Embassy.
  - **Palma, Spain (June 28- July 2)**
    - ENTERPRISE Sailors participated in soccer and basketball games against teams from the Spanish Army's 47th Regiment and subsequently conducted tours of ENTERPRISE for team members.
    - Another group travelled to Petra, the hometown of Fr Junpero Serra, who travelled from Palma in the 18th century to California, where he founded the system of missions that reaches from San Diego to San Francisco. Sailors painted and landscaped at the childhood home of

Fr Serra, which is now a museum, and were subsequently hosted to a traditional Mallorcan lunch.

- Unit awards received: None.
- Reserve augmentation: None.
- Other significant operational or administrative events.

NARRATIVE (By Department)

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

IM-1: Production Control, Maintenance Administration, 3M/DC, Quality Assurance

Production Control (PC) is responsible for the management and assignment of the day-to-day workload priorities for 80 production work centers within AIMD. Their team of highly motivated aviation professionals meticulously screened, re-issued, tracked, and updated 980 Technical Directives while re-basing more than 750 Support Equipment records. Additionally, PC inducted, processed, and transferred over 35 various type model series aircraft engines for Carrier Air Wing ONE (CVW-1) with zero re-work. Their hard work and steadfast devotion led to the very successful completion of the USS ENTERPRISE's CY 2011 deployment.

The Maintenance Administration Division supported the administrative needs of 305 Sailors by meticulously processing and tracking more than 8,000 items of correspondence, 154 awards, and 332 evaluations; managing Personal Qualification Standards (PQS), coordinating 64 training classes, implementing Advanced Skills Management (ASM), training the entire department on proper ASM documentation, and ensuring accurate information entries were completed in the Relational Administrative Data Management (RADM) program. The division managed a comprehensive manning and training database to efficiently track department manning and training requirements.

Maintenance, Material Management/Damage Control (3M/DC) was responsible for the material condition of 206 shipboard spaces and the completion of over 2,000 Preventive Maintenance actions on AIMD's shipboard equipment. This labor-intensive duty fell on seven maintenance professionals and dedicated Sailors, led by a Chief Petty Officer.

Quality Assurance (QA) Division's primary goal is to prevent the occurrence of aviation maintenance defects. QA has oversight of 47 Naval Aviation Maintenance Program (NAMP) programs encompassing all work centers in AIMD and the Armament Weapons Support Equipment (AWSE) program. QA is comprised of six QA Representatives (QARs), one Collateral Duty Quality Assurance Representatives (CDQAR), two Central Technical Publication Librarians, a QA Supervisor and a QA Officer. This group of hand-selected technical experts ensured work centers'

maintenance actions were accomplished safely and in accordance with the NAMP. To ensure the highest safety standards were in place in preparation for the ship's final combat deployment, Quality Assurance displayed great initiative and foresight by requesting that a Command Safety Survey be conducted by the Naval Safety Center. This request was submitted even though ENTERPRISE was the only Aircraft Carrier still current in the Atlantic Fleet. The Department received a score that was a 15 percent improvement from the 2010 Safety Survey, and the results were well within Fleet standards.

During the 2011 Calendar year, QA conducted 116 program and work center audits, 8 special audits, and 53 Collateral Duty Inspector (CDI) Monitors. Additionally, QA qualified over 70 new CDIs, 5 Quality Assurance Representatives (QARs), and proctored over 1,100 Support Equipment (SE) licensing examinations for ship's company and embarked squadron personnel. Diligent work by the QA Central Technical Publications Librarian (CTPL) led to the incorporation of 2,550 Technical Directives, and the processing of over 400 technical publication changes, ensuring all maintenance department publications were current.

Quality Assurance Division's effort was unequaled in developing cohesive teams and a unity of purpose between AIMD Production Control, Quality Assurance, and the squadrons assigned to CVW-1. A Local Command Procedure (LCP) was developed that thoroughly screened the historical records of 532 associated aircraft system components. This coupled with a strong rapport and working relationship with squadron quality assurance representatives reduced repeat aircraft discrepancies while enhancing system performance.

IM2: General Aviation Maintenance Division (Airframes, Jet Shop and Aviation Life Support Systems)

In 2011, Power Plants personnel processed 1,564 maintenance actions. Noteworthy repairs included the replacement of an F414-GE-400 engine combustor assembly, an F404-GE-402 engine combustor assembly, a low pressure turbine assembly, and an after burner assembly, which led to returning these vital assets to service. Power Plants issued six F414-GE-400, two F404-GE-402, and one J52P-408B aircraft jet engines; five T-700-GE-401C Turbo shaft engines; and one T-56-A-427 turbo jet engine.

The oil lab completed 586 aircraft spectrometer analysis, 199 water content analysis, 24 ship water content analysis, 30 ship spectrometer analysis and 89 engine filter analysis while

maintaining an 85.7 percentile level on monthly correlation for 5 months.

Airframes Branch processed 2,383 maintenance actions, including several high priority repairs to flight control surfaces on F/A-18F Trailing Edge Flaps and SH-60 Horizontal Stabilizers. Noteworthy repairs include a depot level repair on an F/A-18E Horizontal Stabilizer. Interaction with Naval Air Systems Command (NAVAIR) engineers through Damage Engineering Dispositions allowed the complex repair procedures to be conducted onboard. Non-Ddestructive Inspection (NDI) experts performed 515 procedures using magnetic particle, eddy current, ultrasonic, liquid penetrant, and X-ray testing methods to identify 11 discrepancies prior to structural fatigue failure due to corrosion and cracking.

The Aviation Life Support Systems (ALSS) Work Center technicians processed 1,474 maintenance actions and performed 1,793 man-hours on scheduled and unscheduled maintenance of ALSS in support of F/A-18, E-2C, EA-6B, and H-60 platforms. Additionally, the work center performed the critical task of verifying the oxygen purity of 67 Aviation Breathing Oxygen (ABO) samples for aircrew in EA-6B, E-2 and C-2 aircraft. The ALSS work center also repaired oxygen component test units on 14 occasions, eliminating the need for technical assistance and down time. Lastly, they manufactured liberty curtains for the jet shop and USS ENTERPRISE's quarter deck.

IM-3 Avionics/Armament/Calibration Division

The Aviation Ordnance Branch performed preservation and de-preservation inspections on 287 items of Aircraft Armament Equipment (AAE) while maintaining a 98.6% Ready for Issue (RFI) rate. Aviation Ordnance technicians performed 901 maintenance actions to include acceptance, transfer, integrity, preservation, and de-preservation inspections on a combined 741 items of Individual Material Readiness List (IMRL) items, Single Hoisting Ordnance Loading Systems (SHOLS) and AAE. The Aviation Ordnance Branch tracked the issue and receipt of 1,934 pieces of AAE, while performing 1,411 maintenance actions. The branch also assisted the Weapons Department with the Ship-full Allowance On-load requirements of 1.2 million pounds of conventional ordnance.

The CASS Branch maintained four High Power, two Electro-Optical, and one Radio Frequency Consolidated Automated Support System (CASS) test benches. The Branch also accounted for more than 1,500 pieces of IMRL, while completing transfer documentation

for 10 items and acceptance documentation for 15 items. The work centers brought 243 precision support equipment modules that are governed by the METCAL program into their proper operating cycles, resulting in 100% program compliance and asset availability. This work center completed 316 maintenance actions, achieving an outstanding 96.8% RFI Rate. Additionally, they completed 469 preventative maintenance actions, ensuring their seven CASS Test Stations remained fully mission capable in support of CVW-1.

The RADAR/FLIR Branch inventoried 439 IMRL items, 126 Calibration assets, and 1,550 Maintenance Assist Modules (MAMs). They completed ship's force rehabilitation and restoration work on two work centers and one squadron space. They inventoried 193 publications across four work centers. Additionally, they tested and groomed eight avionics test benches, as well as processed 1768 maintenance actions, achieving an 96.7% RFI Rate in support of CVW-1.

The Electrical Branch processed 883 maintenance actions, achieving a 90% RFI rate. Additionally, they maintained the RADAR Test Bench Station (RTBS) and Aircraft Engine Component Test Stand (AECTS) in an up status for 97% of the 2011 deployment ensuring seamless support to CVW-1. They also serviced 37 aircraft batteries resulting in minimal down time for CVW-1 aircraft.

The Micro-Miniature/Huntron Branch completed 1,849 maintenance actions. The Micro-Miniature work center was certified to conduct repairs on equipment and recertified five personnel for Micro-Miniature and recertified one Sailor for Miniature soldering. Additionally, the shop repaired a power cable for the Fuels Department (V-4) that would have otherwise left V-4 without the ability to transfer fuel to critical areas of the ship. Also for V-4, they repaired a critical cable for a fuel supervisory panel, enabling V-4 to identify the proper amount of fuel being moved within the ship. The shop also used the Huntron Protrack system to manually isolate faulty microprocessors on the BUA 9 card used by the Aircraft Engine Component Test Set (AECTS).

The Avionics Electronic Countermeasures Branch inventoried 271 IMRL items, 67 Calibration assets, and 48 Maintenance Assist Modules (MAMs). They inventoried 94 publications and tested and groomed one CASS Control Navigation Identification (CNI) test bench, as well as processed 248 maintenance actions achieving an 93.5% RFI Rate in support of CVW-1.

The Communication and Navigation Branch maintained a 93.2% RFI Rate throughout 2011. The Comm/Nav/IFF technicians performed the expeditious repair and processing of 503 various avionics components and maintained 33 test benches providing continued support of CVW-1 during the 2011 deployment. COM/NAV's COMSEC work center verified and repaired 15 KY-58 (secured speech encrypted units) for the USS ENTERPRISE EKMS vault contributing to the ENTERPRISE being full mission capable for the 2011 deployment.

AIMD's Field Calibration Facility (FCA) processed 4,753 items, achieving a 5.3% calibration readiness overdue rate in the management of 8,633 end items. Work center 670's endless goal of excellence resulted in an 85.6% RFI rate and an average readiness rate of 94.72%. The Calibration lab assisted in the in-depth troubleshooting of the 3867AS500-1 Hold Back Bar and the 3654AS100-1 JETI (Jet Engine Test Instrumentation) Test Cell. Work center 670 facilitated the expeditious calibration of high priority gauges and meters associated with Shipboard Reactor and Radar systems ensuring the highest degree of operational support of four commands as part of the Ship Force Intermediate Maintenance Activity Program (SFIMA). The Calibration Lab's pride and dedication to its work resulted in zero calibration related work stoppages for steam plant startup, reactivation of machinery equipment, operation of shipboard radar and electronics, and aviation maintenance for all of 2011. AIMD's calibration lab was also recognized as a Measure Outstanding Activity with an overdue rate of 0.47 percent over a 12 month period.

IM-4: Support Equipment Division

Support Equipment (SE) Division (IM-4) is comprised of 44 Sailors working in six work centers completing scheduled and unscheduled maintenance on a wide range of Support Equipment in support of the Air Wing and ship's force.

The IM-4 Division overcame many challenges in order to achieve a significant increase in the SE availability rate, going from 92.3% in the beginning of the year to a sustained 96.9% SE availability rate throughout the 2011 deployment. In February, the Support Equipment Flight Deck Troubleshooters provided vital assistance to Special Operations team members conducting anti-piracy operations by providing the A/S32A-35A Aircraft Crash and Salvage Crane and skilled operators to assist with the mission. Over a five day period the team successfully launched and

recovered mission critical assets, resulting in the capture of 15 pirates.

Throughout the year the division documented 20,674 man-hours of work, completing 4,256 scheduled and unscheduled maintenance actions on 1494 items of SE/MHE valued in excess of 15.5 million dollars. The SE Operator and licensing team provided Phase I Support Equipment Operator Training for 1,464 Sailors and Marines attached to CVN 65 and CVW-1 by instructing over 183 classes covering every type of Support Equipment in the inventory.

The SE Production Control work center drafted the 2011 Restricted Availability (RAV) Period Support Equipment Rework plan in preparation for the upcoming 2012 deployment. By June, an extensive list of consumable materials had been coordinated and requisitioned.

After returning home in July, IM-4 offloaded the A/S32A-35A Aircraft Crash and Salvage Crane and drove it to the CNAF crane compound for rework. While the crane was in the compound the Sailors repaired minor discrepancies, conducted a quick engine change, performed extensive corrosion treatment and applied a fresh coat of paint. The DynCorp crane technicians performed the annual load test and certification. At the end of November, the crane was brought back and on-loaded on the ship for Flight Deck Certification.

From August to November IM-4 Division personnel offloaded, transported, and reworked 90 items of SE and Material Handling Equipment (MHE) in just 54 working days at four sites in Norfolk and Portsmouth Virginia.

The Division LCPO worked hand in hand with the detailer, AMO and Training Officer to secure reservations and funds to send seven Support Equipment Technicians to "C" School to fill the gaps in the department manning plan for NEC's 7618, 7617, 7612, 7601, 7603 and 7222.

In the beginning of October the division worked with Air Department preparing for Flight Deck Certification after the RAV period. The division's Training and Licensing Team ensured that Air Department personnel had qualifications and licenses required to resume flight operations.

Throughout the RAV period the division focused on preparation to sustained combat operations during the 2012 deployment. They

worked closely with CVW-1 ensuring the squadrons' Sailors were trained and qualified to operate the required SE. Additionally, the Support Equipment Technicians spent countless hours performing required preventative maintenance, and equipment operational checks ensuring all SE was ready for the duration of deployment. The division performed well during the Safety Center Maintenance Program Assist (MPA), with all programs graded "on track". IM-4 was lauded as the most improved division within AIMD.

AIR DEPARTMENT

V-0 Division – Primary Flight Control and Air Department Administration

For the USS ENTERPRISE Air Department, 2011 was characterized by an extremely high operational tempo. The V-0 division is responsible for manning and operating the tower and LSO platform for all flight evolutions. During the operational deployment to the 5th and 6th Fleets, the V-0 Division provided seamless coordination for over 9,000 catapult launches and arrested landings. The division's leadership during flight operations led to overwhelmingly successful support of Operations IRAQI and ENDURING FREEDOM, NEW DAWN, and CTF-151's Counter-Piracy operations. Due to their constant vigilance, all aircraft and aircrew safely returned to Norfolk with the ENTERPRISE in July, 2011.

Following the return from deployment and a brief reprieve during a pier-side availability, it was time to prepare for the early 2012 deployment. In the space of four months, the Air Department, led by the V-0 division, went from cold-iron to full fighting form. The sustained administrative prowess of the division was demonstrated by the accurate and expedient processing of over 3,600 correspondence items, ensuring the proper documentation of training, qualifications, and personnel matters. Their efforts directly contributed to ENTERPRISE's successful completion of the Flight Deck Certification from COMNAVAIRLANT in December. This was a promising start to the preparations for ENTERPRISE's 2012 Deployment.

The professionalism of V-0 Division Sailors is evident in the fact that they were continually studying and training and preparing themselves for increased leadership and responsibility. Their individual and team actions were nothing short of outstanding, impressing at all levels of leadership. This dedication to professional, personal, and technical development directly led to the ENTERPRISE Air Department's receipt of its ninth Yellow "E" for Air Department efficiency, serving as a fitting summation of the incredible efforts of these fine Sailors.

V-1 Division - Flight Deck

2011 was a very challenging and exciting year for the flight deck crew. Big "E" began the year off by getting underway for its 21st deployment. The flight deck crewmembers overcame all the

hurdles of shipboard life in an exceptional manner, integrating well with CVW-1.

Fortunately, an ensemble of highly seasoned and authoritative flight deck leaders unlike any the Navy had before seen was on hand to initiate what would become a highly unorthodox flight operations deployment. These salty khakis with centuries of combined experience laid a foundation that shattered records for efficiency and safety throughout the deployment. As a result of hard work and dedication, the flight deck crew was able to reduce the aircraft ground mishap rate to 0.0047 percent.

Even with brand new flight deck non-skid, VLA paint, and refurbished catwalks, maintenance never ceased. Leaving Norfolk, VA in January, the flight deck looked brand new. However, during six months of deployment with over 9,000 arrested landings and over 30,000 aircraft moves the flight deck experienced its share of use. Night time and no-fly days throughout this time saw flight deck personnel hard at work with brooms, soap, and old fashioned sweat, scrubbing the deck clean so pilots could safely and accurately identify the landing area.

Post deployment did not mean the end of work. V-1 diligently refurbished over 200,000 square feet of flight deck, visual landing aides, scuppers, combings and over 4,000 linear feet of cat walks, all in preparation for another underway period in December. With only two weeks in the short underway period in December, over 3,500 aircraft moves and 560 elevator runs were conducted in support of over 997 sorties, allowing V-1 to accomplish all carrier qualification objectives.

Throughout 2011, training never ceased. V-1 qualified 19 Aircraft Directors, 29 Aircraft Handlers, 32 Tractor Drivers, and 39 Elevator Operators. V-1 personnel also earned 18 EAWS and 7 ESWS pins.

Crash Division continued to improve its readiness throughout the year also. Crash crews responded to 42 actual aircraft emergencies, ensuring a positive outcome to all incidents. This was a result of a tireless drill program which began prior to departing in January. Crash continued to support training around the fleet by hosting 4 Sailors from other aircraft carriers so they could learn the job and take that experience back to their respective ships.

The ABHs of V-1 never quit their quest to be the best. Their hard work and technical acumen directly ensure the safe

movement, launch, and recovery of aircraft, guaranteeing a 100% mission accomplishment while maintaining the highest level of personal integrity by living the Sailor's Creed on a daily basis.

V-2 Division - Aircraft Launch and Recovery Equipment

On January 13th of 2011, ENTERPRISE set sail from Norfolk Naval Base for its 2011 5th Fleet Deployment. The division was comprised mainly of new personnel who were fresh off a long Blue Water Certification process. Flight deck drills were conducted regularly during Air Wing Carrier Qualification and transit of the Atlantic Ocean.

In April, the ship transited through the Suez Canal and entered the 5th Fleet Area of Responsibility. Throughout the spring and into the summer V-2's performance on the flight deck was nothing short of stellar. Four Catapult go's were the norm and the launch of four aircraft in less than one minute became commonplace. The catapult crews had truly hit their groove. On May 24th, 2011 USS Enterprise celebrated it 400,000th arrested landing with Red Rippers (VFA-11) 104 of catching the two wire.

On July 15th USS ENTERPRISE returned to NS Norfolk with over 1,100 Tigers aboard completing a successful 5th Fleet Deployment.

Over the year, V-2 personnel completed more than 2,400 maintenance actions while safely and efficiently launching over 9,000 aircraft. Work in the arresting gear included eight re-reeves of arresting gear engines, twenty two socket replacements, six anchor repacks, replaced sheave damper slippers, repacked CRO valves, replaced Port and Starboard retractable motor units, repacked accumulator floating piston, repacked three port sheave damper piston seven times, repacked a Main Engine Cylinder, replaced anchor damper slippers, repacked retract valve three times, and repacked five sheave damper mouths. The catapult crews completed replacement of six water brake sensing switches, repacked a launch valve hydraulic cylinder, replaced a main hydraulic pump, adjusted a strip tensioner, replaced launching engine cylinders, replaced a water brake choke ring, repaired a broken sealing strip, and one steam packing repacks.

V-3 Division - Hangar Deck

From January to July 2011, ENTERPRISE conducted a deployment in the 5th and 6th Fleet Area of Responsibility, participating in Operations ENDURING and IRAQI FREEDOM, and NEW DAWN.

After returning from the 2011 deployment V-3 division tackled an aggressive and quick turnaround pier side availability in preparation for its 2012 deployment. During this period, V-3 focused on rehabilitating Hangar Bays One and Two and all associated divisional spaces in preparation for the ENTERPRISE Change of Command, the 50th Birthday Celebration, the 2012 deployment.

During the availability period, V-3 prepared and executed an aggressive training plan to return to full effectiveness. The division exercised their knowledge and training by completing all requirements set forth by Commander Naval Air Forces Atlantic for ENTERPRISE's 2011 Flight Deck Certification. Their efforts led to a passing grade in all Hangar Bay categories during the certification.

During 2011, V-3 Division aggressively trained and qualified new personnel resulting in the qualification of 7 Aircraft Directors, 17 Spotting Dolly Operators, 12 Tractor Drivers, 28 CONFLAG Operator Watch Standers, 6 Hangar Bay Petty Officers, 24 Elevator Operators, 18 Hotsuitmen and 39 Flight Deck Observers. V-3 was also responsible for 3,166 aircraft moves and 1,817 aircraft elevator runs to and from the flight deck which contributed to peerless mission readiness and stunningly effective war-fighting capabilities.

V-4 Division - Aviation Fuels Division

The year began with V-4 making final preparations and operational checks of refueling equipment for deployment. Once underway the crew continued to check and operate installed equipment for what would be an arduous but rewarding deployment that would test not only the equipment of the Navy's oldest aircraft carrier in the fleet but also the strength and toughness of the Sailors assigned to V-4 Division.

During deployment, V-4 Division successfully conducted 23 underway replenishments resulting in receipt of over 30 million gallons of aviation fuel. V-4 was also responsible for the unprecedented issue of over 800,000 gallons of fuel to ENTERPRISE battle group ships sustaining escort duties.

In February 2011, V-4 Division personnel were faced with many challenges mentally and physically because of the pirate attack onboard S/V Quest. Personnel from the division found themselves changing from support roles to stretcher bearers on the flight deck to handle American casualties of the event. Though the casualties were unfortunate, the event did provide instrumental insight into the capabilities and services that V-4 Division could provide in the future.

V-4 continued their success throughout the 5th Fleet AOR supporting over 2500 combat sorties without incident or delay. During this time V-4 averaged daily issues of 110,000 gallons of JP-5 to aircraft and support equipment. Additionally, V-4 experienced casualties to the secondary server and two Universal Power Supplies (UPS) used to monitor tank levels and fueling operations throughout the division. The result of these casualties caused the division to refocus efforts and regress operations some 15 to 20 years relying on manual soundings and tank conversions to maintain continuous flight operations until the system could be repaired. Through sound leadership and preservation the division was flawless in their execution of daily operations and ensuring that every aircraft on the flight deck was "Ready on Arrival".

ENTERPRISE returned from deployment in July 2011 and V-4 Division prepared for the ship's upcoming Restricted Availability that would prepare the ship for a short turn-around cycle. During this time V-4 offloaded 100 gallons of MOGAS and conducted an on load of 6,000 gallons of Catapult Lube Oil. V-4 continued the availability by overhauling four JP-5 purifiers, four JP-5 Service Pumps, two JP-5 stripping pumps, 25 aircraft refueling nozzles, two aircraft defuel carts, aircraft to aircraft transfer cart, and the hydrostatic testing of over 200 aircraft refueling hoses. V-4 also supported depot level repairs to six JP-5 tanks and inspections for 10 additional tanks opened to support surrounding depot level tank work. Following the ship's Restricted Availability V-4 prepared for AV/Fuel Certification in which the division obtained a grade of "OUTSTANDING" from COMNAVAIRLANT inspection team.

The Aviation Fuels Division had a great year with 20 personnel advancing in rate through the Navy Wide Advancement Exam and Command Advancement Program. Divisional personnel completed over 600 in-rate and advanced qualifications and earned 30 warfare devices, ensuring V-4 would be "Ready on Arrival" for 2012.

V-5 Division - Damage Control

2011 continued the outstanding performance of the V-5 Division, comprised of TAD personnel from each of the other five Air divisions. The division was established in October of 2009 with the goal of increasing efficiency and enabling the sharing of knowledge, experience, and best practices in damage control maintenance.

The Sailors assigned to V-5 Division completed maintenance on over 11,000 pieces of equipment, and the exceptional results continue to validate the decision to create this separate division two and a half years ago.

In December, over 2000 preventative and corrective maintenance actions and 185 spot checks were completed in preparation for the January 2012 COMPTUEX.

Additionally, the tireless efforts of the 27 men and women of V-5 resulted in 10 maintenance man qualifications, 8 craftsmen qualifications, 4 repair parts petty officers, 12 damage control petty officers, and over 60 Advanced DC qualifications in the division. These qualifications were critical to meeting the persistent requirements of damage control maintenance during the expedited training syllabus that ENTERPRISE saw in 2011. The division continues to prove its worth for the Air Department and ENTERPRISE.

COMBAT SYSTEMS DEPARTMENT

CS-1

Communications Division (CS-1) maintained a 24/7 OPTEMPO throughout an extremely challenging six month deployment and the entire 2011 calendar year. During this time, CS-1 was responsible for all off-ship voice, video, and data communications paths, both clear and encrypted, as well as maintaining proper watchstanding procedures. CS-1 processed all classified and unclassified message traffic and ensured its proper distribution, all in an environment that presented constant challenges to every aspect of communications operations.

CS-1 Communicators trained daily and consistently used all opportunities afforded during a condensed Inter-deployment Training Cycle. Training consisted of: Command Control and Communications (CCC) and Monthly Inport Training (MITE) exercises, proper utilization of the Shipboard Electronic Systems Evaluation Facility (SESEF), emergency communications drills conducted in conjunction with Ship-wide General Quarters Drills, and in-house training necessary to keep our Sailors' skills sharp and ready for underway.

Key personnel changes in Communications division this year were:

- ITCS Henderson assigned as Command DAPA.
- ITC Bogan relieved ITCS Henderson as CS-1 Division LCPO.
- 18 personnel reported onboard.
- 23 personnel transferred.

Other significant accomplishments:

- LTJG Rincon qualified as JOOD.
- Sixteen personnel advanced in rate.
- Three personnel qualified as Communications Watch Officers.
- Fifteen personnel earned Enlisted Surface Warfare Qualifications.
- Thirteen personnel earned their Enlisted Aviation Warfare Qualifications making them qualified in both ESWS and EAWS.
- First naval vessel to implement Command Email (UNCLASSIFED message traffic over NIPRNET) and Fleet SIPRNET Messaging (Message Traffic distribution over SIPRNET) to a fully operational status.
- Provided specialized communications support to several piracy missions and one SOCOM mission.

- Assisted in the development of SHF Cross Patch configuration via ADNS-J(V)II.
- Completed CCC-19 with a 98%.
- Provided extensive HAVEQUICK and JWICS VTC operational training to several units on the waterfront.
- Conducted several successful IP-cutovers from UARNOC and IORNOC.

CS-2

Information Assurance Division (CS-2) accomplishments included the processing of more than 93 Information Assurance Vulnerability Alerts (IAVAs), 163 Information Assurance Vulnerability Bulletins (IAVBs), and 23 Computer Tasking Orders (CTOs) across two separate enclaves. This processing ensured USS ENTERPRISE networks are maintained the highest possible state of readiness. The IA staff conducted annual IA training for more than 3,500 USS ENTERPRISE classified and unclassified network users.

CS-2 Division has kept USS ENTERPRISE on the forefront of Information Assurance by completing three Navy-wide Information Assurance (IA) exercises to include Bold Alligator, COMPTUEX, and Red Team assessments. CS-2 Division has undergone two equipment upgrades, to include the Intruder Detection System and Host Based Security System version 2.5 to version 4.5 update. CS-2 Division was successfully applied more than 256 security patches on 13 servers and 1,457 workstations.

The EKMS vault maintained over 2,000 line items, four inventories, and processed over 500 transactions in support of 2011 deployment and workups. Vault personnel trained 17 Local Elements, consisting of over 1,000 personnel, in the handling and storage of COMSEC material. Additionally, the EKMS vault underwent two CMS AA assist visits and the bi-annual ISIC inspection.

Key personnel changes in Information Assurance division this year were as follows:

- ENS Farrell relieved LTJG Wong as EKMS Manager.
- ITCS(SW/AW) Henderson assigned as EKMS Alternate.
- IT1(SW) Smart relieved IT1(SW) Stoots as EKMS Alternate.
- ITC (SW/AW/EXW/IDW) Zschirnt relieved ITC (SW/AW) Florez as IA Manager.
- Three personnel re-enlisted.
- Three personnel reported onboard for duty.

- Five personnel transferred.

CS-3

Like Communications Division above, Network Division (CS-3) maintained 24/7 operations onboard USS ENTERPRISE, keeping all equipment and systems operational aboard ship. During this time, Network Division provided outstanding service, maintaining 22 servers and nearly 1,600 workstations (NIPR & GCCS-M/GENSER & SCI).

Networks Division made large strides in configuration management, LAN equipment restoral, and systems baseline through a variety of resources including a complete Tag to HP server cutover, a Program of Record LAN Validation, a fiber optic plant groom, and a switch equipment groom, and an in-house network groom for greater efficiency in network operations. With from SPAWAR, ship's force was able to correct several redundancy issues, restoring baseline operations and providing an increased system availability of 99,8% while simultaneously streamlining Help Desk procedures.

CS-3 was integral in USS ENTERPRISE completion of an arduous workup schedule that included Independent Steaming, Carrier Qualifications, Group Sail, and Fleet Synthetic Training-GC. Additionally, CS-3 successfully coordinated all Network Assets/Accounts for the CCSG-12, CVW-1, and CDS-2 embarks. In CY 2011, combined ADP and EDP Help Desk personnel expended more than 57,696 man-hours answering 19,232 trouble calls. Every crew member had access to shipboard computers and a command e-mail account. During the year, e-mail, Intranet services, and Internet services were provided to USS ENTERPRISE crew on a 24 hour basis.

Key personnel changes in Network Division this year were as follows:

- LT Young was assigned as CS-3's Division Officer.
- CWO4 Manuel Pena retired from the US Navy after 30 years of service.
- ITCS Sullivan was assigned as CS-3's LCPO.
- 8 new personnel reported onboard for duty.
- 11 personnel transferred.
- 9 personnel advanced in rank.

CS-5

Data Systems Division's (CS-5) accomplishments this year include: upgrading the Digital Camera Receiving Station (DCRS)

as well as expending countless hours on critical maintenance/repair of the ACDS Block 0 suite, ancillary equipment, OJ-535/OJ-451 Radar Consoles, Video Walls, JWICS/SIPR/NIPR VTC suites, JSIPS-N, ADSI, TBMCS Server Power Rack, GCCS-M Server, and the CV-TSC Suite.

CS-5 was instrumental in the implementation and execution of weekly Overall Combat Systems Operability Tests (OCSOT) conducted onboard during the last year and provided countless hours of training to CDC watchstanders in the performance of their watchstanding duties.

Key personnel changes in Data Systems division this year were as follows:

- Ensign Melby relieved Ensign Lemmon as Division Officer.
- FCCS White relieved FCC Edwards as Divisional LCPO.
- Two Sailors were lost due to the Enlisted Retention Board (ERB).
- One Sailor was lost due to Perform To Serve (PTS).

CS-6

Combat Systems Surveillance and Control Division (CS-6) is responsible for all of USS ENTERPRISE's surface and air search radars (with exception of the MK23 TAS), air traffic control RADAR, navigation systems, ring laser gyrocompasses, gimbals-based gyrocompasses, bridge display systems, and all ancillary navigation equipment.

CS-6 technicians were integral in maintaining combat capabilities in USS ENTERPRISE. CS-6 has repaired multiple major equipment casualties to all RADAR systems comprising search, navigation, and Aircraft Control capabilities within Combat System. Systems repair and upgrades culminated in the successful completion of the ACLS/PALS Certification and successful Combat Systems Alignment. The division corrected major casualty to both WSN-7 Ring Laser Gyro System ensuring two fully functional navigation system for a major deployment and they have troubleshot and repaired the MK-19 Gimbals Gyro System, thereby, restoring single source mission critical inputs to pitch, roll, and heading data for the Combat Weapons systems.

Key personnel changes in Surveillance and Control Division this year were as follows:

- LT Rancour relieved LT Peetak as CS-6 Division Officer.
- One Sailor was lost due to the Enlisted Retention Board (ERB).

CS-7

Weapon Systems division (CS-7) maintains all USS ENTERPRISE self defense systems to include: NATO Sea Sparrow Missile System, Rolling Airframe Missile Systems (RAM), Close in Weapon System (CIWS), and all ancillary equipment. CS-7 repaired over 30 major system casualties to provide continuous self-defense capabilities in support of an operational deployment, conducted two upload and download iterations of 42 RIM-116 Rolling Airframe Missiles and 16 RIM-7P NATO Sea Sparrow Missiles timely, and conducted 18 Phalanx Pre-Action Aim Calibration live fire exercises.

Key personnel changes in Surveillance and Control Division this year were as follows:

- Three Sailors re-enlisted
- Five Sailors qualified for their Enlisted Surface Warfare Specialist Pin (ESWS)
- Four Sailors completed their Enlisted Air Warfare Specialist qualification (EAWS)
- One Sailor was lost due to Enlisted Retention Board

CS-9

Communications Maintenance Division (CS-9) maintains all exterior communications equipment, the internal telephone system and the 2M Module Test and Repair station. This year alone, over 500 Micro-Miniature (2M) jobs were completed, saving 1.2 million FY11 repair dollars and established USS ENTERPRISE as the number one 2M repair shop in the fleet. CS-9 2M technicians also averted/corrected 12 potential CASREPs. Longstanding HYDRA system issues were corrected by performing a total system and radiating transmission line groom that cleared a CASREP that was opened for over a year. Additionally, CS-9 completed upgrades to the following systems: SITE TV, SHF WSC-8/CBSP, SHF WSC-6 DSCS and the Global Broadcast System (GBS). CS-9 completed major repairs on: the GBS antenna, the GBS pedestal, the HF Fan Wire, JTIDS antenna cabling, two EHF Systems, two Antenna Tilt Group units, and two antenna cables in support of SSES.

CS-9 successfully completed Electromagnetic Interference and RADHAZ Certifications, upgraded/repaired 72 flight deck HYDRA radios, and completed over 75 repairs to UHF radio suite. SVS technicians responded to over 3200 trouble calls for SVS/CATCC/SA-2112 systems.

CS-9 Interior Communications Technicians installed more than 6,000 feet of new phone cable, completed 2500 telephone and

cable trouble calls, ran more than 5,000 feet of new SITE TV cable and performed more than 150 PA setups. CS-9 re-aligned the CATV distribution system, added two additional video feeds into the Flag Bridge, and assisted in connecting Stalker into the 23TV system.

Key personnel changes in Communication Repair Division this year were as follows:

- ETCS Dizney reported aboard and assumed duties as CS-9 LCPO.
- One Sailor was advanced to CPO
- 11 new personnel report aboard
- One IA billet was supported
- Six personnel were advanced in rate, one through the Command Advancement Program
- One Sailor won Junior Sailor of the Year
- Three personnel re-enlisted
- Three newly reported personnel were Administratively Separated.

DECK DEPARTMENT

Name and Rank of Leadership:

Last:	First:	M.I.	Rank:	Title:	Inclusive Dates:
Youngblood	Kevin	C.	LT	First LT	Dec 2011- present
Peji	Cirilo	T.	LT	Asst First LT	Dec 2011- present
Drum	Jason	T.	LTJG	Ship's Bos'n	Feb 2010- present
McConnell	Raymond	S.	LTJG	Deck DIVO	Sep 2011- present
Roseborough	Tyrone	D.	ABECS	Deck LCPO	Oct 2008- present

Mission/Command Employment/Area of Operations:

Deck Department supports "Prompt sustained Combat Operations at Sea" with "Readiness, Safety and Quality of Life" for the crew through the department's role in execution of Mobility Seamanship evolutions ranging from boat operations to replenishments, space and equipment maintenance and preservation and vigilant watch standing.

Number of Personnel Assigned: (As of Dec 31 2011)

Officers:	4
Enlisted:	95
Civilian:	0

Deck Department exceeded expectations in every area, including the intensely demanding events of COMPTUEX, JTFEX and recently concluded 3MA. Commanding Officer was thoroughly impressed with the performance and dedication of Deck personnel. The Sailors of Deck department is highly trained and ready to support the command in any evolutions. Every crew member put their heart and soul into preparing for and executing actual Deck operations including Underway Replenishments, Anchoring, Line Handling Evolutions, Deploying LARN Target, and Small Boat Ops.

2011 DECK DEPARTMENT UNDERWAY REPLENISHMENT SCORECARD

#	DATE	SHIP	FUEL	PALLETS
1	16 JAN 2011	USNS ARCTIC	880,000 GL	120
2	01 FEB 2011	USS LEYTE GULF	0 (HIGH SEAS)	0
3	02 FEB 2011	USS LEYTE GULF	SENT 130,000 GL	
4	04 FEB 2011	USNS ARCTIC	1,112,300 GL	150
5	13 FEB 2011	USNS ARCTIC	600,500 GL	222
6	03 MAR 2011	USNS ARCTIC	1,100,000 GL	668/81 RETRO
7	12 MAR 2011	USNS ARCTIC	850,000 GL	420
8	18 MAR 2011	USNS HJ KAISER	450,000 GL	400
9	25 MAR 2011	USNS ARCTIC	500,000 GL	647
10	31 MAR 2011	USNS ARCTIC	625,000 GL	425
11	07 APR 2011	USNS ARCTIC	RUDDER CAS	0
12	08 APR 2011	USNS ARCTIC	750,000 GL	300
13	21 APR 2011	USNS ARCTIC	650,000 GL	300
14	28 APR 2011	USNS ARCTIC	600,000 GL	280
15	05 MAY 2011	USNS ARCTIC	550,000 GL	300
16	12 MAY 2011	USNS ARCTIC	620,000 GL	347
17	19 MAY 2011	USNS ARCTIC	650,000 GL	350
18	26 MAY 2011	USNS ARCTIC	700,000 GL	350
19	02 JUN 2011	USNS ARCTIC	650,000 GL	437
20	15 JUN 2011	USNS ARCTIC	500,000	450
21	20 JUN 2011	USNS ARCTIC	500,000	175
22	10 DEC 2011	USNS ARCTIC	600,000	100

DENTAL DEPARTMENT

Officers: 5
Enlisted: 12
Civilian: 0
The Dental Department continued to ensure dental readiness while optimizing dental health while on deployment during FY 2011. Operational Dental Readiness (ODR) attained and surpassed 96 percent, treating more than 9,000 ship's company and embarked personnel onboard USS ENTERPRISE. ENTERPRISE provided preventive, routine, and emergent dental support with a commercial value exceeding $1.08 million.

The department tracks readiness across the ship by department. Each individual department is tracked separately, and the ship as a whole is tracked. An individual's readiness falls into one of 4 classes:

1. Class 1 The patient has had an annual exam (T-2 oral exam) with in the past 12 months and no dental treatment is needed
2. Class 2 The patient has had a T-2 oral exam with in the past 12 months and minor dental treatment is needed for example a dental prophylaxis or sealants
3. Class 3 The patient has something identified that has the potential to cause complications or pain with in the next 12 months.
4. Class 4 The patient has not had their annual exam with in the past 12 months.

Of the above, a class 3 patient is the biggest concern because they have problems identified. These can vary in severity from a Sailor or Marine who needs a single restoration which will take only one visit to someone who needs multiple restorations or more complicated procedures such as root-canals, oral surgery or any procedure involving multiple visits. Problems that arise from these conditions can cause pain or life-threatening infections or may even be inherently threatening such as the case of a suspicious lesion that has characteristics of oral cancer and must be biopsied.

Class 4 patients, while not dentally ready for deployment, usually need an exam and prophylaxis (regular dental cleaning) be become class 1. Patients become class 4 automatically 12 months after their previous T-2 exam. Class 4 lists are generated to inform patients that it is time for them to get their annual exam. The Navy standard is for each unit to obtain

95% readiness, meaning 95% of the patients are either class 1 or class 2.

The department maintains a robust OJT program that saw all enlisted assigned gain their surface warfare pins during 2011 as well as a majority becoming prophy qualified. This allowed them to augment the single hygienist in providing care that allows patients to become class 1. The USS Enterprise maintained readiness numbers over 95% in all months and reached 98% 3 times.

The following are deployment statistics and year ending statistics:

2011 Deployment Dental Statistics

- Dental Cleanings= 1630
- Radiographs= 2310
- Extractions= 427
- Fillings= 1595
- Annual Exams= 1823
- Patient Visits= 4283

2011 Year End Dental Statistics

- Dental Cleanings= 1630
- Radiographs= 7913
- Extractions= 627
- Fillings= 2771
- Annual Exams= 3422
- Patient Visits= 7814

Noteworthy milestones that occurred during the year were the departure of USS Enterprise in January with a Dental Readiness of 97%. Chief Somers provided exemplary service while serving as Tiger Cruise Coordinator. USS Enterprise returned from deployment with a readiness of 98%. CAPT Clarke retired from the US Navy in August. CAPT Rupphert, CAPT Neubauer and LT Geller transferred off the Enterprise in August as well. LT Angelloz, LT Behpour, CAPT Paulette and CDR McGroarty reported on board in August. CAPT Paulette assumed Oral Surgeon duties while CDR McGroarty assumed the role of Head of Department. LT Angelloz reported from a 12 month credentialing tour while LT Behpour reported from a 12 month advanced training tour. In September, all new officers completed Fire School Basic and 3M training. CAPT Paulette received a Meritorious Service Medal.

USS Enterprise celebrated her 50th birthday the week following Thanksgiving. The Dental Department welcomed CDR Goode, the original Dental Plank-owner, aboard. Command ODR was 95.56% in spite of the loss of 2 weeks of clinic time due to Thanksgiving and the Ship's birthday celebration. Hospital Corpsman Chief (SW/AW) Roberto Buenaventura retired from the USS Enterprise. The Enterprise got underway for 2 weeks in preparation for her 2012 deployment. HM3 Oyewusi completed a prophy course increasing the department's ability to provide scaling/polishing procedures.

The final Command ODR was 95.76%. The department utilized the first underway period to evaluate clinical procedures for the up-coming 2012 deployment. For the year, the Dental team produced over $1.3 million dollars in treatment on-board alone (The majority of CAPT Paulette's home port production was at Portsmith Hospital and the majority of LT Behpour's orthodontic production was at the Sewell's point facility).

ENGINEERING DEPARTMENT

The Engineering Department funds and provides manning for ENTERPRISE's Intermediate Maintenance Activity (IMA), which conducts Repair Availabilities (RAVs) for all shipboard departments and supports Strike Group maintenance needs through the Strike Group IMA (SGIMA). The IMA is governed under the "Continuous Maintenance" philosophy with a focus on prioritization and efficiency. This process improves overall material condition and maximizes readiness by ensuring available manpower and resources are utilized to support the jobs with the greatest operational impact. Engineering Department's 2011 IMA goal was to return ENTERPRISE in a better material condition at the conclusion of the 2011 Deployment then when she left.

The key to improved IMA productivity was the Engineering Trouble Call program. Continuous process improvement, to the Ship's force developed Microsoft Access database program, significantly reduced the response time associated with trouble calls. The trouble call system is directly responsible for the improved material condition of the ship over the past year. The Engineering Trouble Call Program provided the following positive impacts:

- Material condition and safety of ENTERPRISE was significantly improved by correcting small deficiencies before they became catastrophic system failures.
- During 2011, Engineering identified and corrected 4608 material deficiencies expending more than 19,143 man-hours of Trouble Call repair efforts on the oldest and most complex ship in the Fleet.

Following the 21st combat deployment, Engineering department took the lead in planning and organizing the 90 day Incremental Ship Restricted Availability. The combined teamwork between Engineering Department HII-NNS and Supervisor of Shipbuilding Newport News, allowed the ENTERPRISE to complete the $28 million dollar availability on time an underbudget. A feat not accomplished by any other carrier in CY 2012.

AUXILIARIES (A) DIVISION

For the past year ENTERPRISES A-Division was one of hardest working divisions in the fleet. "A-Gang" was responsible for more equipment and more spaces than any other workcenter on the ship. They maintained and troubleshot all service systems (potable water, service steam, low and high pressure air), two Anchor Windlasses, four Aircraft Elevators, four Deck Edge Doors, Hanger Bay Divisional Door, four Rudders, all Vertical Package Conveyors, four Catapults including the Air and Steam Systems, four Emergency Diesel Generators, two Rigid Hull Inflatable Boats and its associated handling equipment, eight Air Conditioning Plants, all Ships Service Stores Refrigeration Systems, all Galley Equipment, all Environmental Waste Processing Equipment, two Cryogenic Plants, eight High Pressure Air Compressors, and the Nitrogen and Oxygen Distribution System.

Much of A-Gangs equipment was originally installed onto the ship in the early 1960's, over the years many of the ships systems; Reactor Control equipment, Combat Systems suits, computer systems, radar, navigation, etc. have been significantly modified. Most if not all of our gear is original, it has been rebuilt over the years as parts wear out or fail but the structure and the "bones" are all virtually the same as what was designed and built in the 1950's and installed aboard ship in the early 1960's, there is no one on board that is older than most of our gear. That is a testament to the hard work and dedication of a small group of Sailors that have stepped up to the challenges and brilliantly succeed over the course of the last FIVE DECADES of ship's operations. A-Gang also flawlessly performed numerous complex repairs in the last maintenance

period prior to the ships twenty-second and final deployment. A small sampling of their accomplishments for the year are included below:

Hydraulics Shop

- Provided full support for over one-thousand highly successful aircraft elevator runs and maintained all four elevators 100% operational in support of operations ENDURING FREEDOM and NEW DAWN.
- During the recent Incremental Selected Restricted Availability (ISRA), the Hydraulic Shop expertly coordinated with an outside contractor to safely remove oil from all four elevators in order to affect critical repairs. They re-packed over 40 valves and performed other crucial maintenance items. Their efforts were key to maintaining all elevators fully operational and ready to support the ship's final deployment.
- Overhauled six aircraft elevator stanchion groups during the ISRA to restore these critical systems to a fully operational condition.
- Oversaw the flawless operation of over 14,000 hours of continuous steering system operations, allowing the ship to complete all mission tasking and over twenty along-side replenishment operations in support of air wing certification and sustained combat flight operations.
- Performed underway limiting repairs to Number Three aircraft elevator high pressure motor operated valve, which was crucial in support of joint strike group exercises.
- Performed emergent repairs to the refueling at-sea replenishment winch; these repairs allowed the ship to perform critical at-sea refueling of several strike group assets allowing them to continue tasking in support of national security missions.
- Completely overhauled four Aircraft Elevator High Pressure Motor Operated valves, these repairs were performed with outside contractor support in record time, the failure of these valves rendered the ACEL's inoperable and A-Gang stepped to the plate and hit it out of the park in restoring these crucial systems to a fully operational condition.

Steam and Heat Shop

- The Steam and Heat shops accomplishments were instrumental in the ship's steadfast devotion to environmental stewardship. Their Sailors maintained all environmental processing equipment in top condition fully supporting the ship's policy of "no waste" discharge to the environment. EA02 also ensured the service steam, potable water, ship's laundry, galleys and

wardrooms were fully operational contributing to a high overall state of crew morale.

- Following a catastrophic failure of the rotating assembly for the AFT Large Pulper the shop worked around the clock to effect repairs in less than 24 hours. This repair was vital in restoring the environmental waste processing suit to a fully operational condition, and significantly contributed to crew comfort and morale.
- They replaced ten major steam heating coils during the 2011 ISRA. These replacements required significant coordination between three major departments to ensure appropriate isolations could be set with minimal impact on the crew. They performed several complex rigging evolutions in out of the way spaces and fan rooms with no outside assistance of any kind, thee replacements saved Navy countless repair funds in times of very strict budget concerns.
- The Steam and Heat Shop was instrumental in maintaining all ships laundry equipment in nearly perfect working order. They rapidly replaced three dryer heating coil assemblies in record time with virtually zero impact on the overall operation of the laundry facility.
- They also maintained a 98% readiness factor, significantly contributing to ENTERPRISE being selected as a NEY Award finalist for Food Service Excellence for 2011.
- Steam and Heat Sailors will be found throughout the ship on a daily basis, they respond to hundreds of trouble calls per week and they have direct interaction with not only Ship's company but numerous senior staff Officers and VIP's alike. If your shower is too cold or too hot, the shop is a phone call away, they will immediately dispatch a technician to address and fix the issue. Most items can be immediately fixed and the customer is happy can go about their day with business as usual. They routinely get numerous compliments from senior Officers and Staff for their prompt and courteous service.

Air Conditioning and Refrigeration Shop

- Replaced four cooling coils, which restored air conditioning to several critical components. Their efforts restored air conditioning to two major berthing areas minimizing impact on crew habitability and morale. Their efforts were completed without the aid of outside rigging assistance, a feat that had not been previously accomplished. Normally these large coils are rigged by an industrial activity.
- Replaced number 16 Air Conditioning chill water pump, restoring the system to full operation after three years of

being out of service. This repair was accomplished underway with no rigging support. AC&R technician's rigged a 300lb. pump assembly from the hangar bay to the seventh deck with no outside assistance.

- Replaced four reefer salt water pumps, restoring redundancy to the ship's service refrigeration system; these pumps had been missing or non-operational for the previous three years.
- Performed countless emergent repairs to the ship's service refrigeration systems. Their efforts were directly responsible for keeping these 50-year old systems fully operational during the most strenuous conditions of heat in the FIFTH Fleet area of responsibility.
- Performed an emergent at sea repair to number One AC plant, both the sight glass and overboard relief valve evolved refrigeration leaks. They worked around the clock for three days to evacuate, repair, charge and re-test the system under the most extreme conditions of heat and humidity. Their efforts were directly responsible in maintaining cooling to some of the most sensitive equipment on the ship.
- Assisted an outside contractor in the complete replacement of the AFT Galley Thaw and Chill Boxes, the shop spent an inordinate amount of man-hours last year in keeping this antiquated system up and running to support the Culinary Specialists in preparing and serving thousands of meals per day to the ship's crew. Finally after nearly fifty-years of operation these boxes were just no longer supported by the Navy stock system and no more temporary repairs were possible. They worked closely with an outside contractor to develop specs and source a unit that would fill the needs of the crew, finally after an exhaustive search a suitable unit was identified and installed over very short period. There was no time in the availability to properly test or certify the unit so the ship deployed with what it had. The shop has performed flawlessly in setting up this gear and getting it fully operational to support the mission.
- The AC&R Shop is especially proud of their efforts this year in once again getting their equipment ready to operate under extreme heat and humidity as the ship sails off on its final deployment. Loading on the ship's air conditioning systems is immense and rises exponentially as the ship sails into hotter climates, their gear has been groomed and tested and is ready to face the challenges of the next several months of combat flight operations.

Diesel Engine Repair Shop

- Performed four diesel inspections during a much abbreviated ISRA schedule. Their efforts in completing these inspections in record time were crucial in ensuring all four diesels were fully certified and tested to support critical reactor plant testing.
- Their diligence in maintaining the diesels and associated spaces were lauded by the Nuclear Propulsion Examining Board and the Type Commander Nuclear Propulsion Mobile Training Team as some of the best in the fleet and "better than carriers only ten years old."
- Performed an emergent replacement of Number Four emergency diesel generator's saltwater booster pump just prior to a Suez Canal transit. Working in shifts, Boat Shop Sailors were able to get the failed pump removed, the diesel lube oil system drained, flushed, refilled install the replacement pump and test it, bringing the diesel back to service and allowing the ship to complete transit the Suez on-time with no negative impact to ship operations.
- Flawlessly ran all four diesels in support on an emergency sortie for hurricane evasion. They worked around the clock in shift work for nearly four days in support of this vital mission. The ship could not have moved without electrical power from their engines.
- Worked hand in hand with ships force electricians in restoring the ship's Solid Waste Incinerator following a catastrophic fire in the programmable logic controller. This repair had never been accomplished by ship's force in the past on any other ship. They lead the fleet in their efforts and were highly successful.

Cryogenic Repair Shop

- Removed, delivered and re-installed over 50 high-pressure air relief valves for testing, ensuring these vital systems were available for air power operations.
- Spent several days investigating and finally locating a malfunctioning valve that limited cooling system flow; then performed emergent repairs to the aft plant sea-water system by replacing a waterline check valve returning this vital gear to a fully operational condition in record time.
- Flawlessly produced over 16,000 gallons of cryogenic product directly support combat flight operations in two theaters of operation.
- Performed several time critical repairs to the forward and aft reefer plants. The shops rapid leak identification and

repairs were essential in keeping the cryo systems fully operational.

Catapult Shop

- Repacked 45 critical steam valves with no down time to the catapult system.
- Rapidly identified four significant steam leaks in the catapult system. Their rapid identification, isolation, repairs and re-testing of these leaks were vital to keeping the catapult system operational in support of highly demanding flight schedules.
- Lagged over 100 feet of stream piping.
- Replaced 15 catapult drain station orifices.
- Supported over 8,000 aircraft launches.

The Auxiliaries Division Technical Office developed 56 complex controlled work procedures supporting as many critical controlled work procedures in support of the ship's mission of sustained combat operations from the sea.

QUALITY ASSURANCE (QA)

- QA division submitted and maintained over 70 Departure From Specifications from January to November 2011. As a testament to the challenges a 50-year old warship presents, these DFS's accounted for over 75% of east coast departures in the Navy.
- Processed 40 controlled work packages to include 7 base metal repairs, 25 cut out and replaces, and other valve and component repairs. Without the attention to detail from the QA office and QA petty officers, this ship's propulsion and electrical systems' operations would have come to a halt.

3M DIVISION

The ENTERPRISE's 3M Division improved their capabilities in FY11. Serving 158 work centers, 3M personnel ensured training and guidance was available for all organizations conducting preventative and corrective maintenance onboard the ENTERPRISE. During FY11, S/F identified and corrected approximately 31,000 discrepancies on the CSMP. ENTERPRISE maintained a well documented material status as evidenced by multiple TYCOM and NAVSEA visits, while maintaining the highest successful self repair rate in the fleet. ENTERPRISE maintains our ship with lowest number of deficiencies, a definite tribute to dedication and capability.

- The ship's zone inspection program identified 11,175 material discrepancies, and S/F corrected 11,015 discrepancies. 3M division also documented over 38,216 preventative maintenance checks.

MAINTENANCE SUPPORT CENTER (MSC)

The ENTERPRISE's MSC also improved their capabilities in FY11. Serving more than 4,800 customers, MSC personnel ensured help was available when needed for any organization conducting repairs onboard the ENTERPRISE. MSC absorbed many additional tasks required to improve overall ship material status and readiness of all the ships in the strike group including:

- MSC provided over 1,200 man-hours in detailed logistical research and was solely responsible for ordering over $6 million in emergent and routine repair parts across all departments on board. Their efforts directly contributed to the most successful Gulf deployment over the past several years.
- Successfully planned and managed an ISRA for the Chief of Naval Operations that resulted in ENTERPRISE being the only on time carrier delivery in the past several years.
- Being the "Gatekeeper" for Configuration Management, MSC conducted over 320,000 record changes that ensured ENTERPRISE maintained an accurate configuration record. ENTERPRISE was recognized by Carrier Planning Activity as having more detailed records of configuration than any other fleet asset.
- MSC ordered and installed more than 1200 Technical Manual changes, 1320 Naval Sea Systems Command drawings, and correcting 68 Operating Sequence Schedules (EOSS/CATOSS/SDOSS/AIROSS). MSC personnel ensured the correct technical documentation was available and provided to support repair efforts. This vast library of technical information (approximately 4,500 hard copy manuals and over 12,000 selected record drawings) was both compiled and maintained by MSC personnel.
- MSC processed over 101 temporary drawings and 700 deep drawing researches due to lack of funding for detailed ships plans. Their diligent efforts allowed for completing routine and emergent maintenance in a safe and timely manner.

ELECTRICAL (E) DIVISION

Over the past year the ENTERPRISE Engineering Electrical Division accomplished a remarkable amount of corrective, preventative and fleet industrial support. During deployment, an average of 275 man hours were spent correcting over 90 deficiencies per week outside the propulsion plant. During

deployment four depot level repairs were accomplished by ship's force as well eight fleet support motor rewinds, ensuring that not only ENTERPRISE but the entire ENTERPRISE battle group was ready to support operations ENDURING FREEDOM and NEW DAWN. The depth and scope of repairs accomplished by Engineering Electrical is unmatched by any other fleet asset. Specific accomplishments include:

- The average production rate for the Motor Rewind Shop exceeded previous years by a factor of two. During the deployment an average of 2.5 motors were rewound each month. This vital ability improved the habitability and combat effectiveness of the battle group by reducing the downtime of vital ship ventilation motors.
- The power shop performed two depot level repairs saving the taxpayers over $750,000 on emergent fly away repair teams, and restoring full combat readiness and environmental protection to the USS ENTERPRISE. The rebuild of the incinerator following a late 2010 casualty ensured that ENTERPRISE was able to be in full environmental compliance while deployed. The removal and restoration of number or 3 air condition plant's motor controller in less than five days prevented a 12 day depot level repair and fly away team that was reported as not able to be accomplished underway.
- Distribution and the power shop combined performed over 20 bearing replacement jobs during the past year. These replacements ranged from small condensate motors to large main space A20 fans. The ability and dedication of these bearing replacement teams ensured that full propulsion and air combat capabilities were restored in a minimal amount of time.
- The team effort of Repair Division and the Electrical distribution work center restored the once Depot level expertise of stoning slip rings on the Ship's Service Turbo Generators. On five separate occasions the combined effort of these two Engineering divisions restored the ship's SSTGs to full operation in under 10 hours.
- The Aviation and Ordnance work center maintained 55 aircraft equipment servicing stations, ensuring over 98% of the stations were operational throughout the deployment, this greatly contributed to the ships 99% sortie completion rate.
- The vibration analysis work center accomplished over 500 vibration analysis checks over a 6 month deployment, resulting in the early detection and subsequent repair of 10 vital propulsion plant components. ENTERPRISE's Vibration Analysis program was recognized by the Type Commander as the best in the fleet.

- A combined effort between the After Interior Communication shop and the power shop resulted in the depot level repair to the ship's anti-torpedo system. This repair required the removal and replacement of over 200 feet of cable in two voids while the ship was forward deployed. The rapid repairs helped restore Combat Systems Department to full operation.

REPAIR (R) DIVISION

Repair Organization onboard USS ENTERPRISE shoulders an incomparable workload repairing the Navy's oldest warship, expending more than 102,000 man-hours completing 4,500 repair jobs in support of all of the shipboard evolutions between January 2011 and December 2011. The Hull Maintenance Tech's (HT) and Machinist Repairmen (MR) also conducted numerous underway system-casualty repairs with seemingly no viable repair option. Repair Division also organized two tiger teams, assisting other Atlantic fleet ships in accomplishing major repairs to meet their respective underway commitments. Repair Division's other accomplishments include: completion of more than 65 steam valve replacements, 20 high-energy system piping repairs and four CHT pump mechanical seal repairs while maintaining Collection, Holding, and Transfer (CHT) system at 100% operational capability during this period.

Some examples of the critical underway repairs while deployed from January 2011 till December 2011;

- Number 2 CAT Steam Strainer & Bypass piping chop and swap
- Number 1 CAT Weld piping scab patch repair
- Number 3 CAT CAD piping Weld Repairs
- 4-235-8-A Supply Store room Waterline Hull Penetration weld Repair
- 2-255-8-V AFT Sponson Void 5 puncture holes weld repair
- Number 4A Main Feed Pump Cutout Casing Drain manufacture Casing Plug.
- Number 2 Fire Pump Suction Piping Braze
- Number 21 Fire Pump Recirc Line Braze
- Ballast Tank / Fuel Tank 8-152-8-W hole repair.
- Reserve Feed Interbottom soft patch on piping prior to getting underway on cruise
- ISS LEYTE GULF NIXIE Winch Shaft and gear manufacture. This winch was INOP for over a year waiting on parts. ENTERPRISE MR's manufactured new shaft in 2 weeks allowing LEYTE GULF to clear a category two casualty report.
- Number 3 AE-V16 Flange Leak repairs.

- Number 3RB-V114 flange leak repairs. MR's cutting down two flanges due to steam cuts.
- 3A CHT Flange Leak.
- Number 5 A/C Chill water Pump coupling repairs.
- Diesel SW Pump Shaft and Wearing ring replacement.
- Oily Waster XFER Pump casing drain plug manufacture.
- HCFF 6 Deck structural SCAB Repairs.
- 4 Main Circ Water Pump steam piping elbow, flange and piping replacement. Weld DFS
- 2 SSTG Amplidyne stoning.
- 4 Main Feed Booster Pump Thread repairs.
- Number 41 Hot water heater braze repair to steam supply line.
- 1 AMR Exhaust Fan blade and Bearings removal / install.
- Aircraft Elevator (ACE) Number 1,2,3,4 Sounding Tube repairs. MR's and Shipfitters.
- Number 2 Dist Unit 8 Inch elbow scab patch.
- Number 1 Reefer piping braze repairs.
- Port Side CatWalk LP Air Line braze replacement
- Port Side Cat Walk Potable Water Line Braze replacement,
- Gym SCAC Unit Shaft manufacture and bearing removal.
- Number 4 Diesel SW Pump Shaft manufacture and gear removal.
- Reboiler Gland Seal Feed Pump Piping replacement / welding.
- 3 Main Machinery Room (MMR) SCAB PATCH C/O & Replace Elbow D/S 3SW-V-73
- 3 MMR Turbine driven Fire Pump Cooler C/O Replace AMCW Y-Srainer braze.
- 13 inch Crack Sponson 3 bulkhead scab patch.
- 3 AC Condenser SW Piping Crack. Braze
- SPN 49 radar s/w cooling 3 inch elbow braze repairs.
- 3 MMR Main Engine Lube Oil Straner basket mesh repair replacements.
- 2 ACE Main hydraulic bank cutout valve internal bushing manufacture.
- Replaced 3 drain steam orifices.

Numerous repairs were also performed allowing operational commitments to be met and directly enabling underway certifications to be completed. One shining example was a critical depot level weld repair to JP-5 Fuel tank 8-152-10-J and Ballast Tank 8-152-8-V, which allowed the scheduled fulfillment of sustained fueling operations while forward deployed in the Mediterranean Sea.

DAMAGE CONTROL (DC) DIVISION

DC division led shipwide standards of damage control readiness, through both direct supervision and Damage Control Petty Officer training. Prior to deployment DC division revamped the DC training program, qualifying over 5000 Sailors in basic and advanced Damage Control. Specific accomplishments include:

- Successfully combat Incinerator fire in December, 2010.
- Coordinated and orchestrated over 300 damage control drills including General Quarters, Medical Training Team, and At Sea Fire Party.
- Overhauled 9 hycheck valves and rehabbed 14 AFFF stations.
- Maintained Fire Fighting Systems to support safe engineering operation, including 17 AFFF Stations, Ship's Firemain System, 10 Halon 1301 systems, 22 CO2 hose reels, 7 CO2 fixed flooding , 10 Repair Lockers.
- Gas free engineering program inspected over 130 tanks/voids to support ship's missions

MACHINERY (M) DIVISION

Machinery Division personnel operate and maintain the oldest and most complex propulsion plant in the United States Navy. The division is responsible for 6 main spaces and 12 shaft alley spaces containing all propulsion, electrical generating, water production and compressed air for use by the rest of the ship. Machinery Division personnel performed flawlessly to ensure 100% continuity of water, electricity and the propulsion that makes ENTERPRISE the fastest aircraft carrier in the United States Navy.

Machinery Division Sailors completed immeasurable man hours of corrective maintenance, identification and closure of over 5400 Material Condition Assessment Program items, overhaul of 20 major pumps, over 50 valve cutout and replacements, over 300 gasket replacements, overhaul of five distilling units, and emergent underway repairs to Number 1 Main Air Ejector Condenser, Number Three Main Engine guardian valve and Two Ship's Service Turbine Generator Amplidyne, allowing the ship to continue ongoing operational commitments. The combination of planned and corrective maintenance items contributed to ENTERPRISE exceptional performance on recent COMNAVAIRFOR 3MI and Operational Reactor Safeguard Exam with some of the best material conditions noted:

- Two Ship's Service Turbine Generator Amplidyne was replaced while at sea under operational conditions. Following delivery of the part, it took Machinery Division personnel 48 hours to

rig the Amplidyne into the plant, install and complete the alignment. If the Navy contracted the repair, it would have cost $250,000 for a fly away team of shipyard personnel to complete the repairs in an estimated 2 weeks following delivery of the part.

- M-division Planning and Estimating workcenter developed over 135 formal and controlled work packages (some never before completed repairs), allowing the ship to perform numerous depot level repairs with no retest flaws.
- Coordinated and supported over 15 under hull dives consisting of routine hull cleanings and 7 cofferdam installations.
- Performed numerous deployed steam out repairs consisting of thousands of man hours in planning and maintenance.

While deployed, ENTERPRISE used all available time between operational requirements to maintain ENTERPRISE's 50 year old propulsion plant operational. This included 4 in-port periods where steam was removed from half of the propulsion plant over a 48 hour period to complete dozens of repairs that require the plants to be completely shut down and depressurized. Approximately 3,000 man-hours were devoted by Machinery Division to make emergent repairs to propulsion plant equipment in each port. ENTERPRISE Sailors completed repairs over the course of a few days in foreign ports that would have taken months for any stateside repair facility to accomplish with virtually zero rework required. Repairs included:

- Repairing number4 Auxiliary Thrust Bearing Repair
- 18" flange repairs to an isolation valve off the Deaerating Feed Tank
- Replacement of a Main Feed Booster Pump bearing
- Emergent steam leak repairs

At sea, the operational schedule allowed 36 hours per week for Machinery Division to perform maintenance on essential propulsion limiting equipment. In this short period of time, each of Machinery Division's 6 in-plant work centers would accomplish all weekly propulsion limiting preventive maintenance, as well as repairs to equipment required to maintain maximum propulsion. During 4 of these short opportunities for maintenance, the division removed steam, performed emergent repairs and restored propulsion without missing one single launch or recovery cycle under stressful operational conditions. Repairs during these "mini-availabilities" included:

- 1 Plant - Troubleshooting and repair of number1 Main Air Ejector Condenser, 3 repairs of Distilling Unit Tube bundles, Main Engine Moisture Separator Scab Patch.
- 2 Plant - Aux exhaust piping repairs, Auxiliary Main Circulating Water rupture piping repair, HAGAN repairs, 2MS-V51 Bypass chop and swap, 2MS-V51 body to bonnet repairs, Reserve Feed Transfer Pump float valve replacement.
- 3 Plant - Repairs to MS-V7 steam drain line, Main Lube Oil Strainer repairs (x2), SD-V544 removal and replacement.
- 4 Plant - Repairs to number4 Main Circulating Water Pump steam drain line.

EXECUTIVE DEPARTMENT

During 2011, Executive Department Sailors earned 20 enlisted warfare designations and 6 Sailors were advanced in rate.

X-1 Division - Pay, Personnel and Manpower Accounting

This division provides pay and personnel support to more than 3,000 personnel processing more than 30,000 transactions per year with better than 97% accuracy rate.

Availabilities for Orders:	73
Receipts:	988
Separations:	376
Transfers:	721
Extensions of Enlistment:	358
Fleet Reserve/Retirements:	42
Identification cards issued:	688
Career Sea Pay Premium:	611
Good Conduct Awards issued:	350
Emergency Data/Dependent Application (Page Two):	3500
Basic Allowance for Housing:	520
Leave Papers:	8011

E1 - E9

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
BA	3096	3096	3096	3096	3096	3096	3096	3096	3096	3096	3096	3096
NMP	2951	2948	2951	2925	2977	2966	2944	2944	2940	2940	2935	2935
COB	2870	2861	2822	2837	2853	2860	2845	2879	2885	2914	2921	2927

E7 - E9

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
BA	222	222	222	222	222	222	222	222	222	222	222	222
NMP	194	193	191	193	191	188	187	193	194	196	196	196
COB	178	173	169	168	167	167	166	193	188	180	179	184

X-2 Division - Commanding Officer and Executive Officer Annex

This division is comprised of the Ship's Secretary, CO's Annex, XO's Admin, and Command Equal Opportunity Advisor (EOA).

For Enterprise Officers, this division processed:

PCS Transfers:	78
Retirements:	0
Separations:	2
Receipts:	82
Commissioning:	4

For Enterprise crew members, this division processed:

Legion of Merit:	1
Meritorious Service Medal:	12
Navy and Marine Corps Commendation Medal:	130
Navy and Marine Corps Achievement Medal:	189
Military Outstanding Volunteer Service Medal:	6
Flag Letter of Commendation:	166
Commanding Officer's Letter of Commendation:	127

X-4 Division - Educational Services Office (ESO) and Command Career Counselor

In 2011 ESO continued to support the educational needs of Enterprise Sailors through Tuition Assistance, the Navy College Program for Afloat College Education Distance Learning and Instructor Led programs, Joint Professional Military Education, and various U.S. Navy Credentialing programs to open opportunities for Sailors to earn Department of Labor and special skill certifications.

In January, ESO administered the CPO exam to 240 candidates, with 27 later being selected for promotion to CPO. The advancement cycle for all E4, E5 and E6 candidates was held in March, with 1,307 Sailors participating. Of those, 299 Sailors were later selected for advancement to the next higher pay-grade. The September exam was administered to 1,302 candidates. The September exam cycle resulted in a slight increase in advancements with 309 being advanced to the next higher pay-

grade. Enterprise's advancement average was second among eleven carriers, and as high as six percent above the Navy's average.

With an increase in advancements through the enlisted ranks, fewer applications were submitted for commission programs in 2011. Only 23 packages were submitted for enlisted to officer programs, including STA-21, MECP, LDO/CWO and OCS. Six Sailors were selected.

For Enterprise crew members, this division processed:

Reenlistments	439
STAR's	51
Enlisted retirements	54
SRB/ESRP paid	$6,210,056.38

LEGAL DEPARTMENT

ENTERPRISE Legal Department managed the military justice program, processed administrative separations, supervised investigations, and provided government ethics and legal assistance advice to the Chain of Command and Crew of ENTERPRISE throughout 2011.

Over the course of the year, the Legal Department responded with the highest standards in customer service to more than 2001 requests for general legal assistance. Legal assistance provided included notarizing documents and drafting powers of attorney, and providing advice on landlord/tenant relationships, family law, consumer law, estate planning, and immigration. The services provided by the Legal Department ensured readiness of the crew throughout an arduous work up and deployment schedule.

In furtherance of good order and discipline, the Legal Department ensured the successful processing of 296 cases through Disciplinary Review Board, Executive Officer's Inquiry, and Nonjudicial Punishment. Preparing a case for any of these forums required total attention to detail while drafting charges, preparing witnesses, advising the Commanding Officer on appropriate punishment, and in responding to appeals. ENTERPRISE Legal Department also ensured ten Summary Courts-Martial and four Special Courts-Martial were handled appropriately, while providing command advice in the negotiation of plea agreements and sentencing recommendations. The Legal Department prepared 94 Administrative Separations, using both notification and administrative board procedures. ENTERPRISE Legal Department provided advice on the management of the Liberty Risk Program prior to four foreign port visits during the 2011 deployment while the staff judge advocate and deputy staff judge advocate served as foreign claims paying agents

The Legal Department meticulously supervised 30 command investigations in 2011. These investigations were convened in response to loss of equipment, injuries sustained by Sailors, admiralty incidents and allegations of misconduct. Once complete, judge advocates provided counsel to the Commanding Officer regarding corrective actions and appropriate disciplinary actions. The Legal Department drafted succinct and prompt responses to all Congressional and Inspector General Complaints as well as complaints made directly to the chain of command under Navy Regulations 1150.

The Legal Department's Leading Chief Petty Officer, LNC(SW/AW) Ruby Carter, LN2(SW) Glencora Thompson, LN2(AW) Erica Keels LN3(AW) Ashley D'Aunoy, and LN3(SW) Kendra Johnson were selected for the LN Paralegal Education Program (LPEP) and will earn their Associate's Degree in Paralegal Studies through Roger Williams University.

MEDIA DEPARTMENT

The nuclear-powered aircraft carrier USS Enterprise (CVN 65) spent the first part of 2011 deployed to the FIFTH Fleet Area of Responsibility.

LCDR Sarah Self-Kyler was Public Affairs Officer throughout the year, while the division officer for the majority of the year was LTJG Michael Hatfield, replaced in November by ENS Brynn Olson. The LCPO was MCCS(SW/AW) Roberto Cerda and Production LPO was MCC(SW) Stephen White.

Production:

Media Department was very busy throughout the year as the ship prepared for deployment. In the Photo Lab, over 1,500 photo assignments were completed including studio portraits, command photos, capturing of historical events, intelligence photography for the command's Snoopy team, and other operational tasking. During 2011, Media Department released 189 news stories and 226 editions of *The Big E Shuttle* newspaper, which was done on a weekly basis in port and daily when underway. The Print Shop produced nearly 3,000 unclassified job assignments, and over 500 classified assignments for every department on the ship, including engineering logs, laundry forms, recognition guides, kneeboard cards, briefs, maps, flight plans, menu cards, PQS books etc. The SITE TV studio produced more than 150 video products for internal and external release. The SITE TV work center also captured and edited video of command ceremonies and historical events.

A continued focus on equipment, especially in the SITE TV workcenter, allowed the Mass Communication Specialists assigned to the department to better train and execute operational tasking.

USS Enterprise hosted over 2,000 visitors to the ship in 2011. Many of these included Flag Officers and government officials who visited the ship both at sea for overnight visits and ashore during the ship's in-port tour program. A large portion of these guests were past Sailors who visited the ship during the 50th Birthday open house.

(Representative samples of electronic media are forwarded with this report)

DV Events

14-15 Jan: Brig. Gen. Smoot
25-26 Jan: Lisbon DVs (16)
2 Feb: Spanish Navy DVs (17)
4 Feb: VADM Harris(5)
4 Feb: French and Serbian DVs (13)
7-8 Feb: Turkish, Finnish, Ukrainian, German, Australian DVs (19)
15 Apr: Kuwaiti In-Port DVs
21 Apr: Kuwaiti DVs (18)
23-24 Apr: Toby Keith Entertainment Embark (20)
27-28 Apr: VADM Fox
7 May: Pakistani Embark (10)
8 May: Inspired Alert Embark
12 May: CTF 151 Embark (8)
13-14 May: RAF Embark (3)
23-24 May: Mr. Whalen, Morale Entertainment (3)
25-26 May: VADM Ferguson
9-10 June: RADM Branch (3)
25 June: Greek DVs
27 June: Italian DVs (10)
6-7 July: LEYTE GULF Midshipmen
10-11 July: BULKELEY Midshipmen
23 July: MGEN Croley
27 July: Mrs. Vickers
27 July: NCIS Director and Guests (11)
29 July: CAPT Petersen
1 Aug: C2F VADM Holloway
2 Aug: Judge James Baker (2)
2 Aug: RDML McManamon
4 Aug: Michael Thaker (4)
9 Aug: RDML Masso (5)
19 Aug: BGEN Phillips (25)
8 Sept: GEN Beiniek (4)
21 Sept: NAVSEA Meet the Fleet
21 Sept: USNRC Group
22 Sept: Latin American Flag Officers
4 Oct: JPME Officers
14 Nov: French Judges
15 Nov: Norwegian Officers
27 Nov: 50th Birthday Open House
7-9 Dec: JSF Engineer Embark (11)
10-11 Dec: Congressional Staffers (12)
11-12 Dec: Business and Financial Leader Embark (12)

MEDICAL DEPARTMENT

2011 was a year of exceptional challenges, progress, and overwhelming success for the Medical Department. From its first combat deployment in over 3 years to a compressed availability in preparation for the next deployment, ENTERPRISE Medical proved once again it is always "Ready on Arrival."

During 2011, the Medical Department provided high quality medical care to the Sailors and Marines of Carrier Strike Group Twelve during over 21,000 patient encounters. Inpatient care was provided for 68 patients, in addition to 64 emergent and same-day surgical procedures.

During the 2011 deployment, the Medical Department participated in several unique evolutions, underscoring its flexibility and adaptability. As what has now become known as "Arab Spring" unfolded, ENTSTRKGRU planned for possible NEO missions in both Egypt and Libya, each of which required extensive medical input. Anti-piracy operations resulted in many medical contributions, including providing care for several gunshot victims and 15 Suspected Pirates held in custody onboard ENTERPRISE for 2 weeks. Additionally, emergency medical care was extended to several foreign defense personnel and civilian mariners in distress. Medical outreach programs were established by the Medical Department leadership, and exchange visits were conducted with Santa Maria Hospital in Lisbon, Portugal and Ahu Hetman Hospital in Marmaris, Turkey. A Theater Security Cooperation event brought 5 Pakistani Armed Forces medical executives onboard ENTERPRISE for an exclusive 3 day medical exchange. This evolution was considered a critical success as it occurred only days after the Osama Bin Laden mission, a time of considerable diplomatic strain.

The year's remarkable accomplishments were capped by the department earning a score of 93% on its Individual Medical Readiness Inspection, resulting in the Commander Naval Air Forces Atlantic Blue M for Medical Excellence award for the second consecutive year; an achievement fit for Big "E", the first and finest.

Sick Call and Routine Healthcare

4,455 patient visits were evaluated and treated during Sick Call while 4,770 patient encounters were logged during routine appointments.

Pharmacy
Filled 10,270 outpatient prescriptions without incident.

Laboratory
Performed 3,236 laboratory procedures, coordinated a ship-wide blood drive, and recruited over 300 personnel for the walking blood bank.

Radiology
Performed 1,210 radiology exams with a better than average exposure rate.

Aviation Medicine/Physical Examinations
Aviation Medicine performed 3,021 audiograms and 5,923 physical exams including annual flight, flight deck, heavy equipment operator, fire fighting, special duty, and separation screenings. In support of operational readiness 2,941 periodic health assessments were completed.

Inpatient Ward
There were 68 inpatient admissions and 64 surgical procedures, totaling 104 inpatient days.

Substance Abuse Rehabilitation Program (SARP)
The SARP counselors evaluated and treated 404 patients and held 21 IMPACT classes.

Operating Room
64 emergent and minor surgical procedures were performed in the operative suite.

Psychology
The Psychology division evaluated 1,297 patients for a variety of issues ranging from weapons screenings, stress management, suicide prevention, PTSD/TBI screening, and psychiatric evaluations.

Preventive Medicine
Preventive medicine technicians performed 204 inspections of food service facilities and habitability inspections of heads, berthing spaces, barbershops, laundry facilities, brig, vending machines, and miscellaneous spaces, in addition to 95 pest control surveys. Over 4,000 water and ice samples were tested to ensure potable water safety for the crew.

Physical Therapy

The Physical Therapy Department performed 1,747 visits for a variety of musculoskeletal injuries.

Radiation Health
The Radiation Health Program continued to excel during 2011 as evidenced by the scores earned during 3MTT and the Operational Reactors Safeguard Examination. Throughout the year, 229 radiation health examinations were completed.

Medical Administration
Medical administration processed and tracked 474 consultations for specialty care. While underway, 39 patients required medical evacuation to a higher level of care, and 34 patients were medically evacuated to ENTERPRISE from other ships at sea.

Training
Medical certified 805 people in Heart Saver Cardiopulmonary Resuscitation (CPR) as well as Heart Saver instructors and providers.

Health Promotion
ENTERPRISE Medical certified numerous facilitators and held several Tobacco Cessation courses. The Health Promotion Team's efforts were recognized with the Blue H Award for Health Promotion by the Naval Environmental Health Center for the second consecutive year.

- ENTERPRISE supported 23 medical evacuations without incident, including the evacuation and emergent treatment of 1 Filipino Mariner with an acute abdomen, 1 Australian Sailor with a dental emergency, and 3 suspected pirates with gunshot wounds.
- Ensured medical screening, proper care, and appropriate documentation for 15 suspected pirates over a 2-week period. The accuracy and transfer of these medical documents to the Department of Justice is facilitating the successful prosecution of 14 of the suspected pirates currently held in U.S. custody.

NAVIGATION DEPARTMENT

Accomplishment of Unit Mission Requirements
Conducted 198 days of safe operation underway, skillfully navigating over 69,820 incident-free nautical miles across four Areas of Responsibility (AOR) while conducting 26 Replenishments-at-Sea (RAS), 48 restricted water transits, and eight successful anchoring evolutions.

Innovative Management Accomplishments
Maintained one of the most comprehensive and aggressive preventative maintenance programs in the fleet. Despite the day-to-day challenges associated with maintaining a 50 year old warship, ENTERPRISE Navigation Department attained an impressive 99.3% and was lauded by 3M inspectors as having the "best" departmental 3M program of any aircraft carrier in the fleet.

Equipment Improvement Recommendations That Resulted in an Improved Readiness Posture
Spearheaded the unprecedented underway installation of a new surface search RADAR system after the 20+ year old system failed on-station while conducting combat operations in the North Arabian Sea.

Training Programs
Utilized every opportunity to engage Navigation Teams in traditional classroom bridge team training and all available Navy synthetic training simulators at Naval Station Norfolk and Ft. Eustis Joint Logistics Training Center. This hands-on training provided bridge watchstanders with invaluable experiences in realistic training environments in order to ensure ENTPERPRISE was fully mission capable prior to and following the 2011 combat deployment.

2011 White Wheel Recipient - Completed 7 COMPEXs with average score of 98%.
Deployment (68,100nm) - 13Jan-15Jul -182 days
Hurricane Evacuation Norfolk Naval Shipyard (20nm) - 25Aug-30Aug -2 days of travel

FRS Carrier Qualification (1700nm) - 5Dec-16Dec-12 days

Ports Visited-
Lisbon, Portugal 26-29Jan
Marmaris, Turkey 8-11Feb
Bahrain 12-16Apr
Palma de Mallorca, Spain 28Jun-2Jul

OPERATIONS DEPARTMENT

The Operations Department was responsible for scheduling and organizing all operations of ENTERPRISE and its assigned aircraft during a demanding deployment in support of Commander, Sixth Fleet and Commander, Fifth Fleet Operations.

AIR OPS / CATCC / ATO

OC Division is a 38-person division in Operations Department that started the year by deploying to Sixth Fleet and Fifth Fleet operating areas for a six-month deployment. During this deployment, Carrier Air Traffic Control Center (CATCC) enabled the safe completion of 8237 total sorties flown by CVW 1, 7192 total traps, of which 2969 were arduous night traps. During the cruise, CATCC 65 successfully accomplished an AIRLANT mid-cruise CATCC assessment with no discrepancies in accordance with MOB SF-21.

While on deployment, OC Division accomplished 113 professional qualifications including two CCA Watch Officers and three CCA supervisors. Additionally, CATCC 65 assisted the USS Harry S. Truman's CATCC team by qualifying two of their members as CATCC Supervisor and approach controller, ensuring successful preparation at the completion of their EDSRA. During this time OC Division completed over 3330 military training hours with 151 military qualifications. OC Division had an unprecedented 90% of the division primary-warfare qualified and 70% dual-warfare qualified.

After completion of 2011 deployment, OC division completed the 90-day pier side EDSRA. During this short time we completed 15 jobs totaling over 300 man hours improving OC Divisions 29 spaces including completely refurbishing VFA 211's squadron's administrative office.

A major achievement during the EDSRA was CATCC 65's Carrier Air Traffic Control Center Team Training evolution in Pensacola, Fl in November 2011. Completing 64 complex scenarios to include various marshal points and offsets, tanking evolutions, saturated bolter patterns, double commencements from marshal and flight deck closures in preparation for the 2012 deployment. During this extremely successful TAD, the team completed 850 hours of training and 1500 simulated Precision Approach Landing System (PALS) approaches. OC Division achieved a 96% on the NATOPS evaluation, increasing the average from the previous 2010 visit and receiving highest accolades from AIRLANT for its effectiveness and proficiency.

In December 2011 CATCC 65 participated in the FRS and CVW 1 carrier qualification underway period, completing 161 night-time PALS approaches and playing a vital role in the qualification of 123 pilots for day carrier operations and 86 pilots for night carrier operations.

Air Transfer Office (ATO) is another critical part of OC Division comprised of a 4-person workcenter responsible for moving over 206,529 lbs of cargo, 89,813 lbs of mail, and 4,303 passengers during Enterprise's 2011 underway periods. Among those passengers are the countless number of Distinguished Visitors and guests from around the globe visiting the "Big E" via the airwing's extraordinary logistics aircraft, the C-2A Greyhound, or more commonly referred to as the COD (Carrier Onboard Delivery). ATO makes a lasting, first impression for those guests visiting the ship. While in port, ATO is responsible for coordinating and maintaining the use of 6 Government Vehicles travelling over 3,000 miles in support of ENTERPRISE logistic and personnel requirements.

OC Division set a demanding military qualification program that dramatically contributed both to personal achievement and the overall ship's mission. Achieving spectacular results on advancement exams, advancement percentages grew dramatically with a 10-point average increase on the semi-annual advancement exam and doubling the number of promotions from 2010.

OC Division personnel were well-represented in the OPERATIONS department standouts, having OC personnel selected as 2 Senior Sailors of the Quarter and 2 Blue Jackets of the Quarter. OC Division had an astounding 2011 year that greatly contributed to the ENTERPRISE mission and honored the tradition of "Ready on Arrival".

STRIKE OPERATIONS/ OPS ADMIN

In 2011, The Strike Operations Department remained the central schedule authority for ENTERPRISE, coordinating ship's daily events, producing daily AIRPLANS and Air Tasking Orders in support of simulated and actual combat flight operations. Strike Operations further contributed by providing message preparation for Replenishment at Sea (RAS) events, Port Movement Action Reports, and OPREPs.

Strike Operations was a key enabler for all flight operations during ENTERPRISE's January-July 2011 deployment in the U.S. 5th and 6th Fleet areas of responsibility to support theater

security cooperation and maritime security cooperation efforts. Strike Operations personnel were directly responsible for coordinating across numerous ENTERPRISE departments and Carrier Air Wing One (CVW-1) to plan and schedule every sortie, ATO, Replenishment at Sea (RAS) event, and port movement. The Strike Operations Department scheduled numerous missions for counter-piracy, counter-terrorism and tactical operations. Moreover, CVW-1, embarked on ENTERPRISE, flew more than 1,450 sorties in support Operation Enduring Freedom in Afghanistan, Operation New Dawn in Iraq and Odyssey Dawn.

After returning from the 2011 Deployment, Strike Operations scheduled one at-sea period which included an Independent Steaming Exercise, Flight Deck Certification, and two Fleet Replacement Squadron (FRS) Carrier Qualification (CQ) periods.

Through the course of calendar year 2011, ENTERPRISE Strike Operations Department scheduled 7,979 sorties, 15 port movements, and 35 successful Underway Replenishments, transferring over 6.5 thousand pallets. These Underway Replenishments enabled the movement of more than 30 million gallons of JP-5. Further, Strike Operations was integral in scheduled the Fleet Synthetic Training - Group Commanders (FST-GC) exercise.

The Strike Operations Department was always "Ready on Arrival," throughout 2011. The Division was manned with a Strike Operations Officer (O-5), an Assistant Strike Officer (O-3), two Strike Admin Officers (O-2s) and two Operations Specialist Petty Officers (E-5,E-3).

OPS/OS Division - Ship's Signals Exploitation Space (SSES) and Electronic Warfare Module (EW Mod)

The Ship's Cryptologic Element, consisting of 28 personnel, completed a very challenging 2011 in exemplary fashion. The year started with an arduous C6F/C5F deployment in which SSES and the EW Module earned numerous accolades from CSG-12, CTF-20 and C5F for professional achievement and embodiment of the ENTERPRISE motto "READY ON ARRIVAL". The Work Centers' combined efforts resulted in the collection of over 54,800 signals of interest and the production of over 1,250 time sensitive reports in direct support of Strike Group, Theater and National consumers. Of note, the EW Module also served as the EW Control ship, supervising five ships and 75 Sailors across ENTERPRISE Carrier Strike Group.

Throughout the year, the division conducted preventative and corrective maintenance on critical intelligence and combat systems, devoting over 75 hours to correcting specific casualties. In addition, SSES received a complete hardware and software upgrade to four major systems, increasing the ship's ability to provide indications and warning to Strike Group assets and enabling more in-depth multi-source analysis.

To round out the year, SSES and the EW module participating in Fleet Synthetic Training (FST) and a Group Sail in preparation for the Strike Group's 2012 Operational Certification and Deployment.

OPS/OZ Division - Intelligence

The Intelligence team started off the year with a grueling and unconventional 2011 deployment. The deployment served as the first time ENTERPRISE operated under the newly established Fleet Intelligence Manpower Re-alignment plan. The plan reduced the number of Intelligence Officers from one Commander, a Lieutenant Commander and four Ensigns to one Commander and a Lieutenant. Additionally, the Intelligence Specialist rating was steadily drawn down from 21 during the deployment to 15 at the close of the year. To mitigate the personnel loses, Carrier Strike Group TWELVE staff was augmented by officers and enlisted from the Fleet Intelligence Detachment. Management of the Sailors was delegated to ENTERPRISE. With the combined team, ENTERPRISE excelled in every facet of the deployment and the follow-on compressed work-up cycle.

Deployed to the U.S. European (EUCOM) and U.S. Central Command (CENTCOM) Areas of Responsibility (AOR), ENTERPRISE's Intelligence team provided critical Indications & Warning and support to operations for Operation ENDURING FREEDOM, Operation NEW DAWN, counter-piracy and counter-terrorism operations. They also participated in planning for multiple Non-Combatant Evacuation operations during a tumultuous Arab Spring.

ENTERPRISE intelligence professionals performed superbly providing 24x7 all-source, fused intelligence to ENTERPRISE Carrier Strike Group and theater assets. Their work enabled Commanders and Tactical Action Officers to maintain situational awareness of potential threats. In addition, the division produced approximately 350 Flag intelligence briefs and more that 2,000 analytical reports, briefs and other products to further inform and enlighten decision-makers.

Imagery analysts directly supported troops on the ground in Afghanistan and Iraq with detailed, mensurated graphics. The analysts also supported a high-visibility operation designed to free the Sailing Vessel QUEST and her crew from pirates with the entire intelligence team contributing to the deterrence and disruption of pirate activities in the region. In all, three counter-piracy operations resulted in 21 pirates captured and four killed. An additional, six piracy events were disrupted partially based on the intelligence provided by the division.

As deployment neared an end, OZ division participated in the annual 3M inspection, earning a grade of 97.1%.

In preparation for Strike Group certification, 14 Sailors attended nine separate courses during an extremely short inter-deployment. In the last quarter of the year, intelligence professionals participated in two Intelligence Team Trainers, a Fleet Synthetic Training event and a Group Sail. ENTERPRISE's intelligence team was lauded as best in the fleet at each of the Fleet Readiness Training Plan events.

OPS/OA - Meteorology

Meteorology Department was responsible for providing all environmental services including present and forecasted conditions throughout a range of seasons and conditions during the 2011 deployment. Additional support was provided to Commander, Carrier Air Wing ONE for Operations ENDURING FREEDOM and NEW DAWN in the Afghanistan and Iraq theater of operations.

REACTOR DEPARTMENT

Reactor Department's 2011 year can best be summarized as a year of underway operations and compressed maintenance availabilities. As soon as the New Year was upon us, the "Nukes" of Reactor Department were returning aboard to bring the ship to life for deployment, no small feat for the oldest an most complex reactor plant configuration in the Navy. The team was once again up to the challenge and ensured that we were "ready to answer all bells" for an on time departure for deployment. We continued to keep the "screws turning and lights burning" to meet all operational tasking from the combatant commanders in SIXTH and FIFTH FLEETS areas of responsibility. Whether it was supporting counter-piracy operations and the attempted hostage rescue of the crew of sailing vessel QUEST, or launching planes for missions in NEW DAWN or ENDURING FREEDOM we never missed a beat.

Throughout the deployed months of January through July, Reactor Department continued to execute countless hours of classroom training, evolutions and watchstanding certifications for newly reporting crew members. It was also during this time that the ship executed three Surface Nuclear Mobile Training Team (SNPMTT) visits and began ramping up for its annual Operational Reactor Safeguards exam (ORSE).

In July, as the rest of the ship was winding down some from operations at the tip of the spear, Reactor Department was completing its final ramp up of two per day drills sets, numerous evolution periods, and countless administrative reviews for ORSE. This hard work paid off during the transit across the Atlantic Ocean when the crew performed outstanding and earned its best ORSE result in more than a decade.

During the late summer and fall the focus was shifted from operational mission tasking to completing maintenance and repairs to prepare the ship and propulsion plants for the final deployment of its 50 year career. Once again the personnel in Reactor Department rose to the occasion and completed the availability period on time and under budget. A claim no other carrier in the Fleet could make. Department personnel were able to take a short breather after completing the availability to enjoy Thanksgiving with their families and the annual Christmas party that everyone enjoyed. After the festivities, however, it was back to sea for a period of sea trials testing the maintenance and repairs, flight deck certification for

deployment and supporting carrier qualifications for Fleet Replacement Squadron pilots.

Reactor Department performed exceptionally well during 2011. Looking back at the numerous requirements and high expectations to meet all operational tasking while deployed and quickly accomplish a challenging maintenance period to ready the ship for one final deployment were daunting. The dedication and sacrifice by all personnel to provide electrical power and propulsion to the first commissioned, most complex nuclear powered aircraft carrier was commendable and could not have been done without the combined effort of all team members.

RELIGIOUS MINISTRIES DEPARTMENT

The ENTERPRISE'S Religious Ministries Department (RMD) reaches into virtually every department and space on the ship, and impacts the lives of its crew members at sea and ashore. RMD's vast array of programs include handling American Red Cross messages, maintaining the ship's Library Multimedia Resource Center (LMRC), counseling and pastoral care, United Through Reading (UTR), Community Relations (COMRELS), Video Teleconference (VTC) and religious services to include meeting the needs of all faith groups by facilitating over 55 services a week while underway.

RMD has found creative solutions to overcome the limitations of the ship's design to maintain crew morale through the use of the LMRC's 28 computers servicing 71,955 Sailors and Marines on deployment, 25,000 on work-ups and 5,000 in port. The Sailors and Marines keep current on events at home as well as do research for college and career, fostering a motivated, highly trained work force on our ship.

RMD is known for expeditiously processing 441 confidential AMCROSS messages, as well as assisting 64 Big "E" families enjoy their holiday season with the Angel Tree program, in which crew members assisted the families of other crew members by purchasing gifts for the children of junior sailors.. RMD planned and coordinated four Pre-Deployment briefs for single and married ENTERPRISE crew and family members. Prior to deployment, personal conduct training was prepared using a class of 40 Sailors. The class was video taped and then used for ship-wide training increasing the awareness of personal responsibility and character training.

RMD, CAG Chaplains and Medical worked together to implement five Anger Management classes accommodating 300 participants. They also developed and executed ship-wide training pertinent to operational stress management. RMD provided pastoral care for various departments to assist with grieving the death of two ship mates, four American civilians from the Sailing Vessel QUEST, and conducted 3 memorial services to provide closure for our Sailors and Marines. Additionally, our Chaplains counseled 2,524 Sailors and successfully managed or performed 1,301 religious services servicing 15,550 Sailors and Marines. This included an Easter Sunrise service on the Flight Deck led by the ENTERPRISE choir, lay-leaders, and Chaplains, with 312 crew members and Toby Keith's traveling band in attendance. Additionally, ENTERPRISE hosted a Rabbi at the beginning of

Passover, and conducted two Seder meals for our Jewish crew members.

In addition, 945 Sailors and Marines read to their children in the UTR program while 374 married Sailors and Marines were able to communicate with their spouses and families via VTC. ENTERPRISE conducted 17 international COMRELS with 214 participants and 665 man-hours in 4 countries, in support of the Navy's Theater Security and Cooperation Program (TSCP).

RMD finished the deployment strong, providing 154 Return and Reunion classes sponsored by Fleet and Family Services educating 4,008 Sailors throughout the CSG about finances, returning to spouse and children, single Sailors returning and helping our 87 new dads prepare for life as a father.

SAFETY DEPARTMENT

For 50 years, USS ENTERPRISE (CVN 65) has been a national asset, providing prompt, sustained combat operations from the sea, all while upholding the highest standards of afloat safety and carrier flight deck operations. 2011 was no different, as ENTERPRISE continued its robust, aggressive and proactive safety program. A highly dynamic and challenging operating schedule on a great warship of advanced aged creates many unique safety challenges, but the ENTERPRISE crew displayed unsurpassed professionalism to safely accomplish the mission.

ENTERPRISE transited over 60,000 nautical miles during a 6-month deployment in support of Operation ENDURING FREEDOM, Operation NEW DAWN and counter-piracy and counter-terrorism operations in the Horn of Africa and Arabian Sea. During this arduous deployment, ENTERPRISE conducted over 7,500 incident-free launch and recovery evolutions, issued over 6.5 million gallons of aviation fuel, conducted 22 underway replenishments and executed 10 straits transits and 28 sea details. All of these complex evolutions were accomplished with zero Class A or B mishaps due to the outstanding safety environment onboard ENTERPRISE through detailed command in-depth and deliberate Operational Risk Management analysis of every major evolution and through continuous application of Time-Critical Operational Risk Management by every Sailor onboard.

The superb safety record continued upon return from the 2011 deployment as ENTERPRISE geared up for its 22nd and final deployment in 2012. Intensive shipboard training throughout the remainder of 2011 was conducted to the highest ENTERPRISE safety standards as the ship and her crew executed flight deck certification, FRS carrier qualifications and a successful restricted availability inport at Naval Station Norfolk.

Throughout intensive operations and events, ENTERPRISE Safety Department has boasted one of the top safety and occupational health programs in the entire fleet. Nowhere was this more evident than in ENTERPRISE being awarded its second consecutive Green Safety "S" for safety excellence. Deck-plate leadership and dedication by all hands in creating a team safety environment were instrumental in accomplishing this great feat. Safety department led the charge by effectively managing numerous safety programs onboard ENTERPRISE to create a vibrant and lasting safety culture for all of its Sailors.

ENTERPRISE management of environmental programs set the standard for the fleet to emulate by being recognized as the 2011 Chief of Naval Operations Environmental Quality Award recipient. Safety department spearheaded a weekly HAZMAT spot check program for HAZMAT storerooms, in-use lockers and HAZMAT turn-in areas enabling real-time correction of issues. During 2011, the Safety Department inspected 5,442 spaces for proper HAZMAT storage. Throughout the 2011 deployment and return to homeport, ENTERPRISE dedication to the environment resulted in zero environmental incidents and exacting accountability. Additionally, the Safety Department was critical to the tracking, logging and collection of 50 lead and 112 asbestos samples by maintaining a nationally certified onboard asbestos laboratory.

Safety department provided ENTERPRISE Sailors with the NAVOSH training necessary on a monthly and annual basis to equip them with the knowledge to uphold the ship's priority for environmental stewardship and occupational safety. The Industrial Hygiene Officer partnered with Naval Facilities Environmental to create a compliance-training DVD which is now required training by all Norfolk-based ships. In all, Safety department expertly managed 14 NAVOSH programs through quarterly reviews despite it only being an annual requirement highlighting its dedication to keeping ENTERPRISE and its Sailors safe.

Varied training of the crew by the Safety department had an enduring impact on ENTERPRISE. From instructing on topics ranging from Operational Risk Management to each of the ship's 14 NAVOSH programs during command indoctrination, Safety department provided newly reported Sailors the tools to be safe in the work environment and at home. The ship's certified American Automobile Association (AAA) instructors conducted numerous Driver Improvement classes providing safe driving information to Big "E" Sailors.

Intrusive leadership by Safety department was influential in striving to reduce the number of DUI and Alcohol Related Incidents. Taking the lead for ENTERPRISE, Safety department conducted 24 bi-monthly Alcohol boosters to focus the crew's attention on the dangers of irresponsible alcohol consumption in support of the Navy's Right Spirit campaign. Through four Safety Standdowns, ENTERPRISE's dedication to safety was reinvigorated.

The Safety Department was fully committed to safety during every shipboard evolution in support of all deployment, work-up and

pre-deployment events. The department provided safety observers for every evolution; including flight operations, underway replenishments, boat operations and crane operations in support of ammunition, stores and cargo onloads and offloads. Seeing the green Safety cross during these evolutions effectively cued Sailors into focusing on the task at hand by maintaining their situational awareness and practicing their ORM knowledge and skills.

Hazards on the ship were detected through departmental safety inspections of the ship's spaces and by self-reporting from ENTERPRISE's safety-conscious Sailors. Over 750 injury hazards and their corrective actions were tracked to completion. This hazard abatement was critical to identifying problems areas and achieving a quick resolution to keep Sailors safe. Mishaps and injuries were also tracked to ensure required detailed reporting was made to effectively inform the Fleet to prevent them from happening again in the future. This focus on mishap prevention resulted in a 27% reduction in reportable mishaps and serious injuries in 2011.

2011 was a momentous year for both the Safety department and the entire ship. We deployed in harm's way yet again, returned with honor and prepared for one last deployment after over five decades of service to our country; all of this without a single Class A or B occupational mishap in 2011. Those results can be directly attributed to every single member of ENTERPRISE focusing on safely executing the mission every day and during every single evolution. Ready on arrival, always safe!

SUPPLY DEPARTMENT

USS ENTERPRISE's Supply Department began 2011 just a week away from deployment beginning with the loadout of stores and the on-load of CVW-1 squadrons. The Supply Department provided excellent customer service in all divisions to ensure the ship and embarked squadrons were prepared for the mission.

In January 2011 the ENTERPRISE and her crew departed for her 21st deployment in support of Operation Enduring Freedom. Supply Department continued its dedication to superior support during this arduous deployment involving numerous changes to the ship's schedule. Services divisions orchestrated and coordinated the plan for embarkation of Enterprise Strike Group for deployment. Aviation Support Division handled more than 5600 inductions valued at more than $20 million from the Aircraft Intermediate Maintenance Department (AIMD). In addition, they processed more than 4000 Beyond Capable Maintenance (BCM) components valued at more than $25 million, and expedited more than 4900 high priority requirements valued at more than $170 million, during 2011.

Material Services team was instrumental in the safe execution of 35 highly successful Underway Replenishments transferring over 6.5 thousand pallets. As MATCONOFF they shipped over 7 thousand pounds of material to ships in the ENTERPRISE Battle Group during the 2011 deployment in support of Operation Enduring Freedom. The S-8 team provided superb customer service in making over 35 thousand issues and receiving over 40 thousand parts. They conducted two (2) complete on-loads/off-loads of CVW-1 personnel and associated equipment, with each load involving over 500 pallets of equipment and material. ENTERPRISE Hazardous Material Division managed 690 line items in excess of $528 thousand. Ensuring safety onboard, they offloaded in excess of 500 drums of hazardous waste and over 10 thousand PUCs throughout Deployment 2011.

ENTERPRISE's world class Food Service Division flawlessly executed load-outs in excess of $50 million in food stores and provided five star service, expertly serving more than three (3) million meals, including over 460,000 cookies, during an arduous deployment supporting the entire ENTERPRISE crew and embarked squadrons. In addition, the Food Service team provided outstanding support to four (4) steel beach/moral day picnics. They worked tirelessly providing superior service in the coordination of two high visibility receptions in Lisbon,

Portugal and Marmaris, Turkey hosting numerous high ranking foreign officials and hundreds of local community members.

Through innovative marketing techniques, the Retail Operations Division was directly responsible for the generation of more than $2.9 million in sales and contributing over $380 thousand to MWR. They expertly managed resources and personnel for the receipt of over $3 million in stock. Hotel Services Division processed more than 500 thousand pounds of laundry and gave over 25 thousand haircuts. In addition, the WAVES salon was opened providing specialized services for female crew members. The always successful Starboard Joe's coffee counter served over 100 thousand cups of coffee, bringing in over $325 thousand with a profit to MWR in excess of $150 thousand.

Hotel Services supported over 575 officers during the 2011 deployment and coordinated the subsequent debarkation of ENTERPRISE Strike Group. Immediately following deployment they initiated preparation for 2012 deployment including re-embarkation of Strike Group for C2X/JTFX. The Disbursing Office processed personal checks in excess of $1 million and paid vendor and husbanding agent bills worth $7 million.

Stock Control Division managed a FY11 budget for OFC-50 of $47 million and OFC-20 of $34 million. In addition they managed an inventory of 46 thousand line items in excess of $282 million.
The Postal Division ensured the smooth and continuous flow of mail to ENTERPRISE and embarked squadrons by handling more than 560 thousand pounds in postal assets.

Supply Department continues to be "Ready on Arrival," providing supreme customer service and logistics for ENTERPRISE to succeed during its 22ND and final deployment leading to in-activation.

- <u>2011 Deployment Supply Statistics</u>
  (DO YOU ALSO HAVE YEAR-END STATS?)
  - Meals Served = 3,095,880
  - Loaves bread baked = 73,505
  - Eggs cracked = 1,345,080
  - Cookies made = 566,162
  - Gallons of milk = 46,353
  - Clothes laundered = 224,744 lbs
  - Ships store sales = $2,916,217.75
  - Cups of Starboard Joe's served = 102,794 (Shipboard Starbucks)

- Cargo moved = 822,520 lbs
- Incoming mail = 521,885 lbs
  Outgoing mail = 59,947 lbs

TRAINING DEPARTMENT

Training Department has consistently been a vital contributor to ENTERPRISE's ability to effectively achieve its mission. Though the Training Department is very small and is comprised of only nine Sailors from various rating, who are assigned in a temporary additional duty status, it has a huge mission of ensuring the effective and efficient training of over 3,000 Sailors onboard. Below is a list of Training Department primary responsibilities:

Integrated Training Team (ITT): The ship's Integrated Training Team is lead by the Executive Officers who serves as the ITT Leader. The Training Officer who serves as the Integrated Training Team (ITT) Coordinator works closely with the Damage Control Training Team (DCTT), Combat Systems Training Team (CSTT), Air Department Training Team (ADTT), Seamanship and Navigation Training Team (SNTT), Propulsion Plant Training Team (PPTT), Force Protection Training Team (FPTT), Medical Training Team (MTT) and Weapons Training Team (WTT) to develop and execute over 200 complex casualty control drills that are designed to train a crew of over 3,000 Officers and Sailors on how to "fight the ship," while combating personnel casualties and battle damage. Specifically, the crew is trained on drills to include mass casualties, chemical/biological attacks, major conflagrations, security alerts, and flight deck and hangar bay emergencies, just to name a few.

Temporary Additional Duty Manager: The TAD Office Division annually processes more than 4,000 travel requests and is responsible for generating all TAD cost, no-cost, non-activity and NATO orders for the ship's crew. Orders are prepared for emergency leave, schools, beach detachments, force protection, Home Area Recruiting Program (HARP) duty, Blue Jacket HARP Duty, fire-fighting schools, TAP classes and all other official travel. Additionally, the TAD Office is responsible for processing and liquidating travel claims, administering the Navy's Government Travel Charge Card Program and managing the ship's $1 million annual Temporary Assignment Duty, Training and Readiness (TADTAR) budget.

Command Indoctrination: Every month, over 60 newly assigned Officers and Sailors report onboard ENTERPRISE for duty. The Command Indoctrination Program serves as the medium to equip newly reporting personnel with the tools necessary to ensure a smooth transition and acclimation into the command. Training

department ensures that reporting personnel receive vital training on 32 topics to include: Guidelines for Shipboard Living, Navy Pride and Professionalism, Basic Damage Control, Anti-Terrorism Awareness, and Operational Risk Management. Command Indoctrination has consistently proved to be the catalyst that ensures newly reporting personnel are properly trained, thereby providing them the knowledge and opportunity to perform as an effective member of the ENTERPRISE team.

Training Program Manager. Though Sailors receive formal training prior to reporting to the command, there is a significant amount of continuous training conducted onboard ENTERPRISE to expand a Sailors' expertise. Continuous training is conducted through the completion of Personnel Qualification Standards (PQS), General Military Training (GMT), Navy Knowledge Online (NKO) courses, and various lectures and audio visual presentations. Training Department coordinates with 35 Departmental Training Officers and Training Petty Officers to ensure the proper management and documentation of over 700 PQS and numerous NKO courses for the ship's 3,100 crew members. Additionally, Training Department is responsible for implementing the Chief of Naval Operations (CNO) new training policies and procedures and ensuring that the crew receives the training necessary to support operational tempo and readiness.

WEAPONS DEPARTMENT

2011 was a successful operational and training period for both ENTERPRISE and the Weapons Department. Deploying at the beginning of the year, returning in July and immediately training and planning for another deployment for 2012. On the eve of ENTERPRISE's 50th year of commissioned service weapons department flawlessly planned and executed the safe handling and transfer of 1,200 vertical/connected replenishment lifts of conventional and precision guided ordnance. The department completed more than 1,448 scheduled/unscheduled maintenance actions on over 2,500 items. Aviation Ordnancemen executed the rework of 24 EE Raymond Reach Forklifts and 15 "Pallet Mule" Pallet Jacks during ENTERPRISE'S Selective Restricted Availability Period and achieved 100% mission readiness. Gunner's Mates safely contributed to the qualification of 217 ENTERPRISE and CVW-1 Sailors in the proper operation and maintenance of 239 small arms and Crew served weapons while efficiently maintaining 41 magazine sprinkler systems.

The assembly/elevator teams assembled 112 Precision Guided Munitions and 40,000 rounds of 20MM ammunition. Safely moving a total of 5.2 million lbs. of conventional ordnance as well as more than 100 medical emergencies and mass casualty drills which aboard.
2011 was a successful display of the Weapons Department's proficiency and achievement both in training and most importantly in operation.

Weapons (G1) Department - Flight/Hangar Weapons Handling
Flight Deck completed 342 required maintenance related actions while maintaining 8 emergency ordnance jettison lockers, 6 ready service lockers, and 10 ordnance emergency jettison ramps. G-1 division flawlessly planned and executed the safe handling and transfer of 1,200 vertical/connected replenishment lifts of conventional and precision guided ordnance totaling 3 million pounds and valued at over $250 Million dollars.

G-1 Division's direct management of Vertical Replenishment (VERTREP) Operations, greatly enhanced the efficiency of USS ENTERPRISE's Supply Department S-6 Division ability to effectively train 23 Logistical Support Personnel in all facets of conducting operations that proved to be the pivotal factor in receiving/cross-decking over 5900 pallets of dry goods and perishables essential for daily shipboard living.

G-1 Armament Weapons Support Equipment (AWSE) completed more than 1,448 scheduled/unscheduled maintenance actions on over 2,500 items totaling over 3,800 man-hours, AWSE was also responsible for the overhaul and rework on 53 MHU-191's (Munitions Handling Units) in support of USS ENTERPRISE and Carrier Air Wing One.

G-1 Forklift/DC work center completed 1,474 scheduled maintenance actions and was the driving force behind the rework of 24 EE Raymond Reach Forklifts and 15 "Pallet Mule" Pallet Jacks during ENTERPRISE'S FY12 Selective Restricted Availability Period maintaining an unprecedented 100% mission readiness in preparation of USS ENTERPRISE's FY12 deployment.

Weapons (G2) Department - Weapons Armory
Onboard ENTERPRISE G-2 division's strict adherence and enforcement of safety contributed significantly to the qualification of 217 personnel on the proper operation and maintenance of 239 small arms and Crew served weapons. Vigilantly stood watch as .50 cal Mount Captains in support of Force Protection drills, Special Sea & Anchor and Underway Replenishment details. Performed maintenance and testing on 41 magazine Sprinkler Systems. Additionally, they trained 19 embarked Marine personnel on 240 Machine Gun system helping them maintain 100 percent mission readiness. G-2 Divisions steadfast noteworthy contribution earned high praise from the Weapons Department Head.

Weapons (G3) Department - Weapons Assembly/Storage
G-3 division performed brilliantly during an accelerated Inter Deployment Training Cycle. The well trained and organized team of ordnance professionals flawlessly on-loaded and offloaded 1.2 million pounds of conventional ordnance in preparation for an upcoming deployment. In addition the Division assembled 112 Precision Guided Munitions and 40,000 rounds of 20MM ammunition during ENTERPRISE's COMPTUEX as well as having a detachment of 21 personnel support Carrier Air Wing One in NAS Fallon, NV for air wing operations.

Weapons (G4) Department - Weapons Elevators
G-4 Weapons Elevator Division is a major player in the success of not just the Weapons Department but the entire command. G-4 is responsible for the upkeep and maintenance of thirteen weapons ordnance elevators and machinery rooms. The extraordinary men and women of the division performed more than 1800 preventative and 150 corrective maintenance actions

ensuring that all weapons elevators were in outstanding working order not only for the safe movement of 5.2 million lbs. of conventional ordnance, but also the more than 100 medical emergencies and mass casualty that occur onboard and throughout all operating areas. G-4 Division closed out the year signing off major overhaul work on the weapons elevators and machinery rooms.

Weapons (G5) Department - Administration, 3M, and Quality Assurance (QA)

G5 Weapons Administration Office played a key role in maintaining all incoming and outgoing message traffic, personnel training programs, quality assurance programs as well as the department career counselor. G5 processed 40,000 items of correspondence that ranged from inspections/audits to personal achievement awards and Sailor evaluations. This highly professional group ensured all personnel and administrative requirements were met on time or ahead of schedule.

Departmental 3M efforts coordinated and scheduled 298 shipyard jobs within 4 divisions and 10 workcenters and a earned a passing grade during the 2011 3MI following an arduous deployment.

The QA team revised the Departmental Central Technical Publication Library composed of 136 manuals and incorporated 23 IRACs. Their efforts ensured the most up-to-date information was available for all 5 divisions.

The hard working Sailors in AOCC coordinated the stowage and inventory for the daily transfer of 90,000 pounds of ordnance in support of Carrier Air Wing One during OEF/OIF operations to meet ATO requirements.