1979

USS ENTERPRISE CVN65
Fleet Post Office
San Francisco 96636

CVN65/32/jcw
5750
Ser 03/ 2916

24 DEC 1980

From: Commanding Officer, USS ENTERPRISE (CVN-65)
To: Chief of Naval Operations (OP-05D2)

Subj: 1979 Command History

Ref: (a) OPNAVINST 5750.12B

Encl: (1) ENTERPRISE 1979 Command History

1. In accordance with reference (a), enclosure (1) is forwarded as USS ENTERPRISE's 1979 Command History.

R. J. Kelly
R. J. KELLY

Copy to:
Director Naval History
CINCPACFLT
COMNAVAIRPAC (Code 012)

1. Command Organization

a. Commanding Officer - CAPT J. W. AUSTIN, U.S. Navy

b. Mission and Function of Command - The mission of ENTERPRISE, as delineated in NWIP-11-20, is "to support and operate aircraft, to engage in attacks on targets afloat and ashore which threaten our control of the sea, and to engage in sustained operations in support of other forces."

c. Composition of Command - On board manning levels at years end are shown below:

OFFICER (Ships Company) - 161

ENLISTED (Ships Company) - 2,693

d. Carrier Air Wing ELEVEN was assigned adcon to ENTERPRISE effective 22 September 1979. They did not embark ENTERPRISE during 1979. The Air Wing is comprised of VA-95, VA-192, VA-195, VF-24, VF-211, VAW-112, VS-33, HS-12 and VMAW-2 Det.

e. Location of homeport - Alameda Naval Air Station was the homeport of ENTERPRISE from 1-9 January 1979. Puget Sound Naval Shipyard was the homeport from 10 January 1979 to 31 December 1979.

CHRONOLOGY - 1979

1 - 8 JAN	Inport Alameda
9 - 10 JAN	Transit to PSNS Bremerton, WA
11 JAN - 30 SEP	Inport Dry Dock No. 6, PSNS Bremerton, WA
1 OCT - 31 DEC	Inport Pier No. 3, PSNS Bremerton, WA

Enclosure (1)

Command History - 1979 Summary

Almost the entire year of 1979 was spent at Puget Sound Naval Shipyard, Bremerton, Washington undergoing a complex overhaul. ENTERPRISE left Alameda Naval Air Station for PSNS on 9 January 1979 and arrived in Bremerton 11 January 1979. Immediately upon arrival in Bremerton, the ship was placed in Dry Dock number 6 where she remained until 30 September 1979. On this date ENTERPRISE was moved to Pier 3 where she remained throughout the remainder of the year.

2. Departmental Summary of Operations

a. Aircraft Intermediate Maintenance Department (AIMD) - During calendar year 1979, the Aircraft Intermediate Maintenance Department (AIMD) made significant progress toward the accomplishment of departmental goals in support of the Ship's Complex Overhaul (COH). Those goals, defined under four distinct management by objective programs, were developed to ensure the rehabilitation of departmental spaces, expand/improve a validated/effective Individual Material Readiness List (IMRL), and the overhaul/operational readiness of assigned activity assets, and improve the operational availability and material condition of the ship's C-1A aircraft. Particular aspects of the four management programs and calendar year 1979 objective completion statistics are as follows:

(1) AIMD's Ships Force Overhaul Management System (SFOMS) Package.

(a) AIMD's SFOMS work package, established priorities and industrial production schedules for the rehabilitation/material condition improvement of 114 departmental spaces. That work package

comprising seven percent of the ship's total SFOMS package, initially identified a requirement for 1,766 key operations and 115,097 industrial manhours to accomplish the chipping, sanding, painting, and deck covering replacement in all departmental spaces and extensive lighting modifications in 17 avionics work centers. In October 1979, the elimination of priority three and four work projects from the ship's SFOMS package resulted in AIMD's current requirement for 1365 key operations and 108,471 industrial manhours.

(b) To date AIMD has accomplished 751 of the required 1365 key operations and expended 63.0% of the planned industrial manhours. Those statistics represent a cumulative departmental key operation completion percentage of 222.8% in comparison to scheduled key operation completions and an industrial manhour expenditure of 4.4% ahead of planned expenditures. The considerable success during 1979 has enabled the AIMD to revise the department SFOMS work package completion date to 30 June 1980 and schedule a rigorous follow-on training program.

(2) Intermediate Level Support Capabilities - In addition to space rehabilitation management objectives, approximately 537 mandays were scheduled by the AIMD in support of new equipment installation/verification efforts. Those installations, eleven type "K" ship alterations, and one type "D" ship alteration are on track with completion milestones and will improve AIMD's organic support capabilities as follows:

(a) Shipalt 4288(K) - Installs the AN/APS-120 Radar test bench in avionics shop #2 and the AN/ASM-472 Radio Frequency test console in avionics shop #11 to facilitate E-2C support.

(b) Shipalt 5207 (K) - Incorporates building blocks 31, 38, 52, 63A, and 63B into the Versatile Avionics Shop Test (VAST) station #4 and installs the AN/USM-453(V) digital module tester/ electronic systems test set (DIMOTE) in avionics shop #9 enabling intermediate support of the A-7E/A-6E forward looking infrared radar (FLIR) system.

(c) Shipalt 5209(K) - Installs an additional FLIR test rack (AAM-60 System) and the A/M 27T-3 portable hydraulic power supply in avionics shop #4 to facilitate support of the A-6E FLIR turret.

(d) Shipalt 5391 (K) - Removes RA-5C support equipment from avionics shop #6 and expands VAST equipment stowage facilities.

(e) Shipalt 5393 (K) - Provides for the installation of additional stowage facilities for S-3A support packages in avionics shop #12.

(f) Shipalt 5395 (K) - Relocates several A-6E minisace consoles in avionics shop #4 and installs shelving in avionics shops #12 and #13 for E-2C VAST support equipment.

(g) Shipalts 4300, 5129, and 5500 (K) - Relocate the Jet Engine Test Cell from the port side of the fantail to the ship's centerline to facilitate installation of the close-in weapons support system.

(h) Shipalt 5071 (D) - Provides new instrumentation for the Jet Engine Test Cell control booth.

(i) Shipalt 4788 (K) - Replaces the existing 3 ton hoists in the mezzanine areas of Hangar Bay #2 with 5 ton hoists to facilitate improved jet engine handling.

(j) Shipalt 5614 (K) - Installs a pressure vent system for the Halon Fire Suppression system in avionics shop #12 improving shop personnel safety.

(3) AIMD's Ground Support Equipment Rework Detachment.

(a) The Ground Support Equipmment Rework Detachment was established at NAS Alameda, California on 9 January 1979. The management objectives established for the detachment included in addition to the Ship's Force Overhaul of approximately 400 items of Ground Support Equipment, the identification, validation, repair management, and operational verification of approximately 7000 Individual Material Readiness List (IMRL) and Tailored Outfitting List (TOL) assets.

(b) To date detachment efforts in both management objective areas have been particularly successful. Ground Support Equipment overhaul and Precision Measuring Equipment test/check productions efforts have surpassed 70% of the program completion milestones. Projected completion of the Ground Support Equipment Rework program is currently scheduled for 1 May 1980 to be followed by continued calibration of Precision Measuring Equipment, controlled management of activity assets required for CAMSAP/verification efforts, work center equipment onload staging, and IMRL tailoring/requisition validation.

(4) C-1A Aircraft Detachment

(a) During the Complex Overhaul (COH), the Ship's C-1A aircraft has been maintained by a detachment of 6 departmental personnel at Kitsap County Airport, Bremerton, Washington. In support of logistic and operational training requirements, the C-1A aircraft logged 584.5 flight hours during 1979. That figure reflects an average of 48.71 hours per month, a 70.39% full systems capability,

and a 72.75% mission capability.

(b) In support of scheduled maintenance, the detachment accomplished 673.0 hours of Corrosion Control and completed incorporation of the following Airframes Bulletin Changes:

(1) Airframes Bulletin 157 - Main landing gear hinge bolt, inspection of.

(2) Airframes Bulletin 158 - Passenger seat attachment fittings, inspection of.

(3) Airframes Change 546 - AN/ARN-118 TACAN system installation of.

(4) Airframes Change 548 - Battery vent sump jar, installation of.

(5) Airframes Change 549 - Solid state voltage regulators, installation of.

(c) Throughout 1979 AIMD pursued management objectives oriented toward ensuring individual work center material readiness at the completion of the Ship's Complex Overhaul. Significant progress was made toward the accomplishment of those objectives and the realization of the AIMD's calendar year 1981 singular goal - to deploy with a fully ready AIMD, manned by a trained and integrated ship/air wing team.

b. Air Department - With most of its personnel TAD, the Air Department was reduced to as few as one hundred (100) effective men for most of the year. 97,600 industrial hours were expended by the ships force primarily in space refurbishment, and sandblasting and painting of the catwalks with a non-organic zinc primer. Puget Sound Naval Shipyard, with the assistance of CAFSU and Ships Force, performed a complete overhaul of all arresting gear (except the barricade). Number 1, Number 2, and Number 4 catapults were completely overhauled, including the installation of low loss level valves (Rotary Launch) in all four (4) catapults. The PLAT camera was moved from the 012 level to a new space on the 08 level and all flight deck floodlighting was relocated. Major repairs were also made to the Hangar Bay divisional doors and the flight deck sprinkler system. All JP-5 tanks were cleaned by the shipyard and ten (10) were sandblasted and repainted. All major fill and transfer main manifold valves were overhauled. The AVGAS system work package was terminated and the system was de-activated by higher authority.

c. Communication Department

(1) Work Scheduled to be accomplished during the Complex Overhaul was 55% completed by the end of 1979, with the bulk of remaining SFOMS package work primarily light-off and testing of all communications equipment.

(2) Specific ship's force jobs completed or in progress included:

(a) Renovation of divisional berthing spaces.

(b) Complete overhaul of all shipboard teletype equipments.

(c) Refurbishment/reinstallation of all HF receivers, UHF transceivers and terminal equipment.

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(3) Puget Sound Naval Shipyard work package included the following Shipalts:

(a) Replacement of AN/WRT-2 transmitters with AN/URT-23-24 transmitters.

(b) Installation of the Single Audio System throughout the ship.

(c) Replacement of all HF 35 foot whip antennas with fiberglass whips.

(d) Replacement of old HF/UHF multicouplers with AN/SRA-33 and AN/SRA-62 multicoupler systems.

(e) Message Processing Center reconfiguration and installation of new "Fleet Center" teletype equipments and numbering modules.

(4) Message center functions were retained onboard by utilization of duty section personnel and the ship's over the counter communications guard was assumed by NTCC Puget Sound, Bremerton, Washington. Message center functions were temporarily relocated to Ready Room One to facilitate renovations in the Message Processing Center. Traffic volumes for the entire year were significantly reduced from that normally experienced. Shipboard send totals averaged 16 messages daily and received averaged 73 messages daily for a total of 89 messages daily.

d. Dental Department - Employment consisted of planning of execution of extensive overhaul of dental spaces while concurrently caring for the dental health requirements of the crew.

(1) The alterations and refurbishing included the following installations by the ship's force.

(a) Jobs Accomplished to date:

(1) Chipped paint, grind and painted with lead primer all overheads, bulkheads and fixtures.

(2) Removed all equipments from the ship to a stroage room provided by the Supply Center, PSNS, Bremerton.

(3) Spaces in the USNS GAFFEY was provided for the Dental Department. One of which is a compartment that was prepared and equipped by the ship's force to a capability of holding daily Sick-Call, performing preventive dentistry and also serving as the Admin Office. The preparations consisted of painting the bulkheads and overheads, tiling the deck, installation of utilities and installation of dental unit, dental chair and lightings. These equipments will be left behind by the ENTERPRISE upon completion of overhaul and can be utilized by other ships that will undergo overhaul. Two other spaces provided were utilized as store rooms for dental supplies.

(b) Projected jobs:

(1) Retiling of decks in the Admin Office, front desk, aft passageway and X-ray room.

(2) Painting of all overheads, bulkheads and fixtures.

(3) Complete refurbishing of the prosthetic laboratory with the supervisions of a manufacturer's representative.

(4) Installations of X-ray unit at the GAFFEY's dental operatory.

(2) Job accomplished by a public contractor -

Installations of LON SEAL seamless tile in all the dental operatories, prosthetic laboratory and main passageway.

(3) Routine dental operations were maintained and the Department met the dental needs of the crew. Three dental officers and nine dental technicians were sent TAD to the NRDC, Bremerton where they performed routine dentistry for the ENTERPRISE crew. Oral surgery are rendered at the NRMC, Bremerton where one dental officer and one dental technician were TAD.

(4) Statistics 1979:

(a) Patient visits - 9,556

(b) Examinations - 5,558

(c) Roentgenographic examinations - 4,180

(d) Dental restorations - 4,810

(e) Surgical procedures - 1,089

(f) Endodontics - 70

(g) Preventive dentistry procedures - 8,871

(h) Miscellaneous - 1,341

e. Deck Department.

(1). ENTERPRISE is presently undergoing the most extensive and highly complex overhaul of it's history. Concurrently, Deck Department has undertaken a massive space maintenance and preservation improvement project of over 330 spaces. Many of these areas (ceremonial spaces, quarterdeck, forecastle, hull, sponsons, heads, passageways) are highly visible, heavily trafficked, and extensively used. Much work has been required in order to bring these spaces to a high state of material readiness and preservation.

Enclosure (1)

(2) The hull preservation efforts, including sponsons, fantail and other exposed areas were conducted utilizing an experimental, highly sensitive inorganic paint system (under the auspices of NAVSEA). A special sandblasting team was organized and trained especially for its application. Company representatives were regularly consulted as to its progress. It was found that proper preparation was the key in the application of the new paint system. As a result, the inexperienced work force prepared portions of the hull, the most critical area, and did so one month ahead of planned schedule. This allowed ENTERPRISE to undock on time.

(3) Deck Department's industrial work progress has been one of the highest on ENTERPRISE. Currently this is at a 35 percent industrial manhour level and is ahead of it's projected work schedule. The Key OP (Job Orders) accomplishment rate has been consistantly 109%. Due to manpower requirements required by Habitability and Firewatch Divisions of the Ship's Force Overhaul Management Department, Deck Department manpower significantly lowered during overhaul. As a result, Deck Department organized from five divisions to three. This also was done to reflect a revised Ship' Manning Document (SMD). A Tiger Team approach was devised to effectively accomplish the overhaul workload . Individual divisions pooled their work packages and industrial work has been performed by the Tiger Team. An increase in industrial manhour accomplishment has been observed.

f. Engineering Department - Engineering Department's major accomplishments over the year of 1979 are essentially encompassed by Complex Overhaul '79. USS ENTERPRISE was brought into drydock on 11 January 1979 and the drydock pumped down and the ship set on the blocks on 14 January 1979. Shipyard availability commenced on 15 January 1979.

Listed below are significant accomplishments and progress of ongoing jobs by Puget Sound Naval Shipyard within Engineering Department by division.

(a) M Division

(1) High Pressure Propulsion Turbine Modification - All High Pressure Main Propulsion Turbines were removed from the ship and sent to the vendor for refurbishment and modification. The modification involved erosion-proofing of the High Pressure Turbines and the astern-guarding valve assemblies. High Pressure Propulsion Turbines have been returned from vendor and installed onboard and await testing at this date.

(2) Main Feed Pumps and Associated Turbines - All Main Feed Pumps from the four propulsion spaces were removed from the ship for overhaul. The pump end of each Main Feed Pump was inspected and refurbished as necessary. All Main Feed Pump Assemblies received new prime movers. The assemblies have been returned and installed on board and testing has commenced on those units installed in number one Main Machinery room.

(3) Installation of Reboiler System - The purpose of this alteration is to provide one 70,000 lb/hr steam reboiler, complete with associated feed heater/drain cooler, feed pumps, drain tank and air ejector assembly with pre-cooler and after condenser. This equipment is being installed in the Auxialiary Machinery Room number two, lower level, starboard side. The reboiler system will be utilized to supply hotel and selected reduced pressure steam services presently supplied by the main steam system. The shipyard is working toward the completion of this alteration which will permit the separation of

propulsion related steam services and the less critical hotel and reduced pressure steam services.

(4) Refurbishment of Low Pressure Propulsion Turbines - All low pressure propulsion turbines underwent refurbishment involving repair of the turbine journal and thrust bearings, oil sight flow indicators and outer gland seal packing rings. Bearing thermometers were also recalibrated. The Low Pressure Propulsion Turbines await testing at this date.

(5) Propulsion Shafting - The shipyard removed main shafting (steam tube, intermediate and propeller) in order to resleeve and recover these portions of the shaft. Bearings were also removed and restored in this portion of the shafting. Syntron seals were replaced by eccentric seals which should provide increased service life over the syntron seals.

(6) Main Condenser Cleaning and Inspection - The shipyard cleaned the steam and seawater side of all main condensers, including a hydro of tubes and repair of leaks. Temporary plugs were renoved and replaced by permanent plugs.

(7) Ship Service Turbine Generators - All ship service turbine generators have undergone a vendor class "B" overhaul on the prime mover and reduction gears except that turbine casings were not lifted. The shipyard has also performed inspections on the associated lube oil pumps, coolers and strainers.

(8) Rotating Equipment - Aside from the major equipment mentioned above, all other rotating equipment associated with fluid systems in the machinery spaces have been or will be inspected and overhauled by the shipyard. Equipment in Number one MMC and Number 5

MMR are currently being tested with the use of an offhull steam supply. Equipment in Number two and number four MMR are scheduled to be tested as piping and engine room components are made available to accept steam.

(9) Increase of AFFF/AKP Facilities in MMR's - The purpose of this alteration is to increase AFFF/PKP twin agent firefighting capability in the main machinery spaces. The ship alteration requires the addition of four hose reels with twin product hoses, twin nozzle and twin PKP cylinders, one in each main machinery room on the intermediate level. This will increase firefighting capability to two twin agent systems on the intermediate level of the MMR.

(b) A Division - The major alteration done to the ship's catapults cognizant with auxiliaries division is the installation of the new catapult supervisory circuit which will permit total automation in catapult operation. Included in this alteration is the installation of low loss rotary launch valves. Currently, Number one and two rotary launch valves are installed and number three and four are in the process of being installed.

(1) Steering Gear and Rudders - The shipyard has overhauled all steering gear motors and associated hydraulics. The rudders have been dropped, rebored and new bearings have been installed on the rudder posts. The reinstallation of rudders was successfully accomplished without hindering the removal of USS ENTERPRISE from drydock.

(2) Aircraft Elevators - The ships four aircraft elevators have been completely recabled and six (6) of the sixteen (16) aircraft elevator pump motors have been overhauled by the shipyard. Number one aircraft elevator is currently undergoing testing.

(3) Air Conditioning and Refrigeration - In order to increase the ship's air conditioning capability, a new 300 ton air conditioning plant was installed as was a 1500 gal/min sea water pump and a 1350 gal/min chilled water pump. Prior to complex overhaul, the existing air conditioning load was 2225 tons and the total rated capacity of installed air conditioning units was 2000 tons. Existing main air conditioning units have been overhauled by shipyard and are currently undergoing a testing program which is approximately 50% complete. The chilled water system is undergoing a complete evaluation and inspection. Calculations will be made to determine the proper placement of flow restricting devices and if their present position is satisfactory.

(4) Emergency Diesel Generators - All ship's Emergency Diesel Generators have undergone overhaul consisting of a complete dismantling and inspection of all components, replacing parts where necessary and reassembly. Ship's force accomplished the overhaul of number one and number four Emergency Diesel Generators and the shipyard accomplished the overhaul of number two and number three Emergency Diesel Generators. The generators were overhauled prior to removing USS ENTERPRISE from drydock number six and provided electrical power for the cold plant transit to pier number three, PSNS. The generators are presently in a layup status due to lack of a high pressure air supply for starting.

(5) Electric Driven Firepumps - All electric driven firepumps have been overhauled, tested and certified as operable. These firepumps provided firemain while transiting from drydock number six to pier number three. Little consideration had been given

to support piping on the firepumps during overhaul. Consequently, during testing and operation, many leaks were discovered on gland cooling lines, gauge lines and recirc lines. These problems are presently being corrected.

(6) Refurbishment and Improvement of Machine Shop - Refurbishment of the ship's machine shop has included the rearrangement of equipment to provide a more efficient layout and the introduction of new equipment to the tool inventory. Machine tool foundations have been rebuilt and the alignment of machines which were moved should be completed in March of 1980. The number one ship lathe, a 14"x30" Monarch Engine Lathe was determined non-repairable and a replacement has been requested. At the present ime, a temporary lathe has been provided. A tracer attachment has been purchased for milling machines which will facilitate the production of multiple parts. In order to produce corrosion-resistant finishes on valves and other carbon steel components, portable flame spray equipment has been purchased.

(7) Safety Improvement to O_2N_2 Plant - A ship alteration has commenced on the ship's O_2N_2 plants which will include the installation of venting equipment to remove petroleum fumes from the plant and vent these overboard. This will improve the quality of O_2 produced by the O_2N_2 plants.

(8) Overhaul of High Pressure Air Compressors - Ten of the ships high pressure air compressors have been overhauled by the shipyard and nine (9) of these have been returned and reinstalled. Number one and number two high pressure air compressors under went testing in January of 1980.

(9) Overhaul of Low Pressure Air Compressors - The ship's reciprocating low-pressure air compressors have been overhauled and are supplying low pressure air to plants undergoing steam plant testing. Ship's force, with the assistance of a technical representative from the Elliot Corporation, is currently overhauling the two (2) high capacity centrifugal air compressors. Progress toward completion of this job has been slow due to difficulty in acquiring replacement parts and frequent changes of Tech reps.

(c) E Division

(1) Replacement of Shore Power Receptacles - This alteration provided the ship with new design power plugs and receptacles and protection from the weather for the shore power system. Shore power "breaker-closed" indicator lights were installed on ship service control bench boards number one, two, six, seven and eight to indicate position of the AQB-LF 400 circuit breakers. Shore power connection number eight was modified in order to accept shore power on either the port or starboard side of the ship through the use of a bolt on type conductor bar.

(2) Electrical Overhaul of Ship's Service TG's - All ship service turbine generator rotors were removed and reworked by the shipyard. GNA-12 voltage regulators and amplidyne exciter units were also reworked. The stator in number eight SSTG was found to be in need of repair which necessitated its removal from the housing and rework by off hull repair facilities. Of the eight (8) SSTG's, number one and number two have been satisfactorily load tested, but still have bearing oil pressure regulation problems.

(3) Electrical Overhaul of Emergency Diesel Generators - All emergency diesel generator rotors were removed and reworked by an off hull repair facility as were the voltage regulating units. Generator stators were repaired and cleaned in place. Tests were conducted on the adequacy and proper operation of audiable and visual EDG alarms. The Emergency Diesel Generators provided dependable electrical power after their overhaul for the ships cold plant transit from drydock number six to pier number three.

(4) Overhaul/Replacement of 400 Hz Electrical Generator - The ship's two (2) special frequency turbine generators have been overhauled by the shipyard and are presently undergoing testing. This testing is dependent on conditions which allow steam into the machinery spaces. Two 400 Hz motor-generator sets rated at 200 Kw each were procured from CV 34 and 20 to replace the ship's 100 Kw 400 Hz motor-generators. These motor-generators have been installed and are providing 400 Hz electrocl power for testing of electronics located on the ship's superstructure.

(5) Overhaul of Circuit Breakers - A class "B" overhaul was conducted on circuit breakers from service switchboards 1S through 8S and emergency switchboards 1E through 4E.

(6) Overhaul/Repair of Degaussing System - The ships four degaussing motor generator sets were removed from the ship and delivered to a subcontractor for overhaul. The four units have been returned and installed aboard and are undergoing electrical hook-up at this time. The "A" coil of the degaussing system was repaired during the overhaul period. This required extensive cable replacement and the installation of splice boxes.

(7) Upgrading of Ship's Cathodic Proection System - The ship received a new and upgraded Cathodic Protection system during the overhaul period. This task included the removal of obsolete equipment and replacement with type I and II anodes, new and fewer reference cells and split power supplies. The shipyard also replaced an extensive amount of cabling in this system.

(8) Refurbishment of Heavy Electrical Power and Motor Rewind Shop - The Heavy Electrical Power and Motor Rewind Shop is in the process of being refurbished and retooled. Included in the upgrading is the installment of a new and larger brake oven for processing components with varnish coatings. An overhead chain-fall track is being built which will allow components to be transported into the ship's machine shop from the power shop. In addition to the above items, electrically insulated work benches are being installed in the work center as they are in other electrical division work centers.

(9) Overhaul of Alarm and Indicating Circuits - Valve position indicating circuits are being overhauled with the installation of new junction boxes, microswitches and extensive cable replacement. This job is approximately 50% toward completion. Also undergoing overhaul are the fire alarm and flooding circuits in spaces housing flammable or explosive material. Float switches are being installed in these spaces to warn of inadvertent sprinkler operation.

(10) Overhaul of Communication Circuits - The 1MC, 3MC and 5MC announcing circuits have received a class "B" overhaul which is approximately 95% complete. All soundpowered phone circuits around the gallery deck of the flight deck have been recabled and junction boxes have been replaced where necessary.

g. Medical Department

(1) During calendar year 1979 the Medical Department completed approximately 65% of the scheduled refurbishment of all assigned spaces. The efficiency and smoothness of COH to date can be attributed to several major facotrs: 1) advance planning and scheduling, 2) the availability of USNS GAFFEY as an alternate site for sick bay, and 3) removal of most equipment and supplies from store rooms, BDS's, treatment areas, and office spaces. Problems such as shipyard interfaces, rescheduling of work package, and security of supplies and equipment have occurred but have been kept at a managible level. In addition to industrial work and normal operating procedures the Medical Department has instituted the following new programs and/or services:

(a) Asbestos Medical Surveillance Program - The Medical Department conducted 324 asbestos physical examinations during calendar year 1979.

(b) Hearing Conservation Program - The Medical Department provides a one hour lecture to each I Division class on Hearing Conservation. In addition to service described above, 3403 baseline audiograms were performed on ENTERPRISE personnel.

(c) Visual Acuity Screening Program - In response to Air Department needs, the Medical Department set up a screening program for all new Flight Deck personnel in visual acuity. As each new airman reports aboard his vision with and without glasses is checked and reported to the Air Boss.

(d) Psychiatric Group Therapy - In Conjunction with a psychiatrist and psychologist from NRMC Bremerton an on board weekly group theraphy session was established for ENTERPRISE personnel.

(e) Food Service Training Program - All food service personnel received a six hour program on topics such as microbiology, food service preparation and storage, food boure illnesses, and dishwashing procedures.

(f) YMCA Weight Control Program - The Medical Department acted as a coordinator and advisor to personnel who completed a college course (command sponsored) in weight and diet control.

(g) Blood Drives - The Medical Department coordinated in conjunction with NRMC Bremerton five (5) Blood drives during calendar year 1979.

(h) Conversion of X-Ray Filing System - During calendar year 1979 the Medical Department converted all existing x-ray files to the color coded terminal digit social security number filing system.

(2) While new programs and industrial work captured the spotlight for calendar year 1979 the Medical Department also managed to fit in 23,571 outpatient visits to sick bay, an ongoing general military and professional training schedule and intensive off ship training which included Fire Fighting, LMET, General Damage Control, 3M, Shipboard Pest Control and practical HM refresher training in various areas. In retrospect the Medical Department has enjoyed a successful and productive year and further wishes to commend NRMC Bremerton and MAMC, Tacoma for the inpatient support and consultation services provided throughout the year.

h. Navigation Department

(1) ENTERPRISE steamed 881 nautical miles during calendar year 1979, consisting entirely of the transit from NAS Alameda, CA, to the Puget Sound Naval Shipyard, Bremerton, WA., to begin the complex

overhaul period. The ship was on keel blocks in Drydock Six from 12 January until undocking on 30 September when she was towed to her present position at Pier Three.

(2) Extensive shipyard work on the 010 level necessitated the transfer of all departmental offices to temporary spaces on the 03 level. Departmental overhaul projects commenced shortly after this move and consisted primarily of the refurbishing of all assigned spaces. Berthing compartments and heads were turned over to the Habitability Department for a complete face lift. Removal of the distinctive ECM dome and subsequent installation of a deck house on the 011 level will result in a gain of new, more accessible, office spaces. Installation of new radars on the 012 level led to the relocation of bearing shooter stations to the 011 level. The addition of a new pelorus will improve the accuracy of the ship's visual fixing capability.

(3) Specific navigation equipment/system overhaul under the cognizance of Puget Sound Naval Shipyard included:

(a) SINS

(b) SRN-6 (SATNAV)

(c) UQN-1H (Fathometer)

(d) AN/SPN-38 (Loran "C")

(e) LN-66 (Pathfinder radar)

(f) AN/SRN-12 (Omega)

(g) Ship's chronometers

(4) Calendar year 1979 witnessed a large turnover of personnel in the department. An intensive training program was begun in September to prepare the numerous inexperienced personnel for leaving the shipyard in November, 1980. This training program consists of daily in-rate

training and TAD assignments to other ships for underway training. These efforts will lead to rapid qualification of personnel when ENTERPRISE becomes operational.

i. Operations Department

(a) A number of electronics systems were modified or added during overhaul. While work on these systems will not be completed until 1980, all ripouts and major portions of the new installations were completed during 1979. Affected systems are:

(1) Radiotelephone Remote System - A Single Audio System which comprises a central, automatic switching device and new combination plain/cipher remote handset units replaces the discrete plain/cipher units previously used. In addition, incorporation of related field changes gives all NTDS consoles access to the radiotelephone system. The Single Audio System enhances the efficiency of use of communications assets and offers increased flexibility in assignment of equipment.

(2) High Frequency Single Sideband Communications - Several SHIPALTS resulted in improved HF SSB communication through replacement of AN/WRT-2's with AN/URT-23's, an improved antenna multicoupler system, and improved antennas.

(3) Weather Satellite Read-out Equipment - Installation of the AN/SMQ-10 system improves the quantity and quality of meteorological information available and adds the ability to analyze the data, providing a number of automated products useful for weather forecasting.

(4) NTDS/ACLS Data Communications - Sinultaneous NTDS/ACLS data communications capability provided by replacement of a single AN/URC-85 with two AN/URC-93's; installation of a second AN/SSW-1 provided

the capability of handling communications for intercept control and CATCC/DAIR simultaneously.

(5) Air Search Radars - The AN/SPS-12, AN/SPS-32, and AN/SPS-33 radars were replaced by the AN/SPS-48, AN/SPS-49, and AN/SPS-65, providing more modern equipment and improved reliability in the functional areas of three dimensional radar and long and short range air target acquisition. In addition, the AN/SPS-48 system provides an automatic weapons system interface between NTDS and the NATO Sea Sparrow Missile System with the installation of two additional AN/UYK-20 computers. The AN/SPS-10 was modified to work with the AN/SPS-65 to provide a low level air target acquisition capability in conjunction with the Close-In Weapons System.

(6) CATCC/DAIR System - Installation of the Carrier Air Traffic Control Center/Direct Altitude and Identification Readout system enhances air traffic control capabilities through the departure/marshall/approach phases, providing moreinformation to controllers. The AN/TPX-42A equipment suite complements capabilities currently provided by the AN/SPN-42 and AN/SPN-43 and interfaces with NTDS.

(7) UHF Antenna Arrays - Installation of the AN/SRA-62 provides a more rugged and dependable UHF antenna array than was previously installed.

(8) Secure Communications - Installation of TSEC/KY-58 cryptological system provides expanded secure voice/data communication capability. In addition, the STEAM VALVE secure voice system was replaced by a Fleet Satellite Secure Voice Communication System which doubled that communications capability and enhanced communications reliability through use of satellite links vice long-haul HF techniques.

(9) Carrier Intelligence Center (CVIC) - A number of equipment exchanges and additions enhanced the capabilities of the CVIC by increasing data capacity, reducing data processing time, and improving data retrieval time. In addition, installation of the Modular Image Interpretation System (MIIS) gives on-line storage and retrieval of imagery data and a computerized report generation capability.

(a) During the overhaul many of the existing electronic equipments were removed or replaced by new generation equipment. Three major alterations were made to electronics equipment within CVIC:

(1) SHIPALT 5211 will replace the existing punch card and magnetic tape storage units with new magnetic tape and magnetic disc storage units in the CVIC. This results in increased computer memory capacity along with a faster, more reliable means of data handling.

(2) SHIPALT 5215, CVIC extended core memory unit installation, will improve computer access time by increasing computer core capacity for the Intelligence Data Processing System.

(3) SHIPALT 5375, the Modular Image Interpretation System, is being installed to replace the antiquated Stereometric Comparison Viewer (previously removed) which will provide an improved computer assisted capability, with automated report generation and on-line storage and retrieval of image interpretation data base information. This capability is necessary to support data processing for new sensors as well as the reconnaissance pod program. In addition to installation of new electronic equipment, all other installed

equipment was removed for overhaul and repairs. After removal of the equipment, CVIC personnel began preservation of CVIC and flag spaces. CVIC had a total of 69 preservation jobs spanning the entire COH period. As of 31 December 1979, 43 of these jobs were started and 31 were completed representing a job completion rate of 50% while 55% through the COH period. The total work package consists of approximately 6778 manhours, 3725 manhours were completed by 31 December 1979 for a completion rate of 55%. As of 31 December 1979 there were 4 officers and 20 enlisted personnel assigned to CVIC; of these, 2 officers and 11 enlisted personnel (54% total assigned) were TAD to other departments of the ship, e.g. SFOMS Department, Fire Watch Division and S2M division.

(10) Carrier Anti-Submarine Warfare Module (CV-ASWM) - The AN/SKR-5 was modified to AN/SKR-6 configuration by Naval Air Development Center (NADC), Warminster, PA, and sound powered communications capability was incorporated into all tactical/tabular display consoles.

(11) AN/UYK-5(V) Supply Automated Data Processing System - Preparation were made for incorporation of SNAP 1 Phase 1 Hardware, including installation of a faster line printer, RD-521/UYK (scheduled 1980), and incorporation of vacuum drives in the magnetic tape units in place of the mechanical drives currently installed.

(12) Electronic Warfare Systems - AN/WLR-1 systems removed, AN/WLR-8(V)4 overhauled by factory, GTE Sylvania, Sunnyvale, Ca. AN/SLQ-17(V)2 (prototype) removed for overhaul. System is scheduled to be replaced with production unit number two (2) towards end of COH. AA-8200 (Andrew Alford) antenna system removed. Electronic Warfare Module was redesigned

and enclosed as the first unit in the CV/CVN Base Line design for standardizations of modules. Installed new passive EWM room 011-159-1-C to replace the 013 and 014 AA-8200 equipment spaces.

(13) NAVSECGRU Division - Involved with the rehabilitation of spaces and equipment in conjunction with a major carrier overhaul. SHIPALT 4979.1K (TACINTEL Peripherals Installation) was begun in February and progressed on schedule. The industrial rehabilitation of the Ship's Signal Exploitation Space (SSES) was accomplished primarily by division personnel in concert with Puget Sound Naval Shipyard shop personnel. By 31 December rehabilitation of the SSES spaces, including the installation of a new self-contained air conditioning/ventilation system, was 95% complete. SHIPALT 4979.1K will provide SSES with a facility for transmitting and receiving message traffic via the Fleet Satellite Communication Terminal.

j. Reactor Department - Commencing in January of 1979, a majority of Reactor Department personnel were assigned to rotating shift work to ensure that sufficient watchstanders were continuously available to support the overhaul. The following major reactor plant work was completed during 1979:

(1) Repair and refurbishment of about 1900 nuclear valves.

(2) The chemical cleaning of nine steam generators.

(3) The replacement of about fifty percent of the reactor control and instrumentation equipment with new or updated equipment.

k. Safety Department

(1) During 1979, the Safety Department has had an active roll in the prevention of accidents and material damage on and off the ship.

(a) Due to the effective awareness by everyone, the loss

of life in work related accidents has been kept at zero.

(b) The major concern of 1979 during overhaul is : 1) the loss of life in off duty traffic accidents, 2) a high number of eye flashburns resulting from exposure to welders arcs by fire-watches, and 3) fire prevention.

(2) In an attempt to keep these problems to a minimum the following procedures have been investigated.

(a) All personnel involved in welding operations on board are continually briefed by supervisors on the necessity of using eye protection that have been supplied to them. Although permanent eye damage has not been evident, many cases of minor burns and many manhours have been lost.

(b) The never ending fire prevention program has been very successful in the yard. By keeping the ship free of as much combustible material as possible, the command has been free from major injuries caused by fire.

(c) Any losses which the ship has suffered have been all due to motor vehicle accidents. Due to this fact the Safety Department is in the process of setting up a ship wide drivers improvement course sponsored by the American Automobile Association (AAA). This program should be in full swing by the end of December. The purpose of the program is to make personnel aware of the many hazards that are continually present while driving and to prepare them for avoiding these hazards by defensive driving.

k. Ship's Force Overhaul Management System (SFOMS) Department -

(1) On January 11, 1979, ENTERPRISE entered PSNS to begin a lengthy Complex Overhaul, Ships force work package data at overhaul start is listed below:

Total Keyops planned	16,343
Total industrial manhours planned	987,200
Total ASF budget (manhours)	20,904

(2) After 50 weeks of overhaul and one reappraisal of ship's force work package, the results are as follows:

Total keyops planned	17,288
Keyops completed	9,395 (54.3%)
Total Industrial manhours planned	1,732,959
Industrial manhours completed	1,009,702 (58.3%)
Total keyops started	10,046
% overhaul completed	57.5
% ASF expended	43.0

(3) Included in this overhaul was the renovation of every enlisted berthing space and head on the ship. The project, consisting of 650,000 manhours to completely refurbish 115 berthing areas with 5,250 berths and associated lockers as well as 64 heads, is the largest and the most ambitious NAVSEA Self-Help Project ever undertaken by ship's company during overhaul.

l. Supply Department -

(1) Supply Overhaul Assistance Program (SOAP) - Supply Overhaul Assistance Program (SOAP) for Ship Coordinated Allowance Lists (COSAL) and Aviation Consolidated Allowance Lists (AVCAL) commenced in January 1979. COSAL SOAP was performed under the supervision of PACFLT SOAP

Team, Puget Sound, Washington by a separate special ship's division of 40 men. Offload commenced January 1979 and lasted for two months with approximately 30 truckloads of material removed. Initial inventory was completed in July and identification of excesses and deficiencies was made. Approximately 12,000 receipts will be processed to fill shortages as determined by the new COSAL. Backload of material is expected to commence in April 1980 by a combined team of SOAP and Supply material personnel. The AVCAL was offloaded at NAS Alameda in December 1978 and trucked to NAS North Island. A team of 4 ship's force personnel segregated and stowed the material to await the re-AVCAL in 1980.

(2) Material Consumption - Approximately $4,900,000 worth of consumable and chargeable repair parts were consumed by the ship's force for operation of ship's system s and accomplishment of ship's funded repairs during this period. Of this total, $1,300,000 was devoted to Ship's Force Overhaul Maintenance System (SFOMS) work in the rehabilitation of crews heads and berthing. Although all repair parts were offloaded to the SOAP site, by expeditious requisitioning and procurement, only a minimum delay in ship's force overhaul work was experienced.

(3) Foodservice (S2/S5)

(a) Transit from Alameda to Bremerton - The USS ENTERPRISE departed Alameda, California on 9 January 1979 enroute to her new homeport in Bremerton, Washington for an extensive overhaul period With a crew of 2200 officers and men on board to feed, an additional five hundred dependents were embarked for the two day journey. The Wardroom, Chief Petty Officers Mess and Enlisted Dining Facility were

tasked to provide continuous around the clock feeding, with hamburgers, hot dogs, french fries, special cakes and cookies provided from the fast food line.

(b) USNS GAFFEY Renovation and Move

(1) To enable the ENTERPRISE crewmembers a quiet, clean place to sleep during the overhaul, the USNS GAFFEY was made available to ENTERPRISE crewmembers. The Foodservice Division completely cleaned and renovated all foodservice spaces on the GAFFEY. This included painting, tiling, carpeting and the complete renovation of the Wardroom and Enlisted Dining Facilities. All foodservice personnel were retrained in the operation and safety procedures while using old and obsolete food service equipment.

(2) While the cleaning of the GAFFEY was one major step, the other was the offloading of approximately 400 tons of freeze, chill and dry subsistence items from ENTERPRISE to our new home, the GAFFEY. Due to high pedestrian traffic during the day, all subsistence was moved during evening hours. Using three forklifts and available divisional personnel, approximately 15 tons of subsistence were moved each day until all 400 tons were onboard GAFFEY.

(3) Shipyard and ships force work in foodservice spaces on board ENTERPRISE commenced in March. At the same time, the GAFFEY Wardroom, CPO Mess and Enlisted Dining Facility were officially opened for feeding.

(c) Overhaul of USS ENTERPRISE Foodservice Spaces - Extensive rehabilitation on board ENTERPRISE is being accomplished in the Enlisted Dining Facility, both fore and aft, both Wardrooms and the Chief Petty Officers Mess. In all foodservice spaces, ships force

personnel are doing extensive painting and decorating, and a new PRC deck is being laid in all messing areas in the EDF. A new fast food operation is being installed in the forward galley. The latest in commercial equipment is being procured. This will enable the food-service personnel to serve the latest in fast food items.

(4) Ship's Stores (S3)

(a) Overhaul Planning - Two weeks prior to ship's arrival, the senior Ship's Serviceman (SH) was sent to PSNS to arrange for Laundry Service, plan for the operation of two ship's stores, and a contract with Canteen Service Inc. for the installation of 40 vending and game machines on board GAFFEY.

(b) Operations - S3 has not achieved a stockturn since the start of COH which is a result of being overstocked in the amount of $500,000.00 at the end of deployment. Sales have been running about $100,000.00 per accounting period during COH.

(5) Material (S6) - Upon arrival in Bremerton, extensive coordination effort was necessary to arrange for storage space ashore for USS ENTERPRISE material. Space was obtained for flammables, overhaul material, paper products, and other general use consumables. The offlaod of material commenced in January 1979 and was not completed until March 1979.

(6) Aviation CLAMP Material Inventory, Reconciliation and Off-load (S8)

(a) January 1979: ASO CLAMP Reconciliation - To commence the reconciliation, a wall-to-wall CLAMP inventory had to be held requiring many long and arduous hours. Of the 4,257 line items inventored, only 126 line items required reconciliation with Aviation Supply Office

records. Survey action was required for 24 items. This record was 33.2% better than any other "Big Deck" carrier.

(b) May 1979: CLAMP Excess Program - During this program a new CLAMP wall-to-wall inventory was held to prepare for the offload of all CLAMP excess material to the appropriate Wholesale Storage Site (WSS).

(c) July 1979: Offload of CLAMP/Rotatable Pool to FALSC Site - During this evolution all CLAMP and Rotatable Pool Material still remaining on board was offloaded to the Fleet Logistics Support Center at NAS North Island for storage. This required cutting individual paperwork for all this material. Post offload period was then spent in preparing an inventory cross reference list and identifying material to specific tri-wall locations.

(7) Material Condition Improvements (SO)

(a) Supply SFOMS - An extensive renovation program was undertaken by the Supply Department during 1979 to improve the material condition of the supply department. Using temporarily assigned personnel from various divisions, the Supply Maintenance Division (SO) undertook a program in excess of 80,000 manhours. Many Supply Department spaces and all storerooms are planned for renovation. Through this effort the spaces will be chipped, preserved, painted and tiled.

(b) Interior Decorating Improvements - Most of the ship's personal services spaces will be upgraded in appearance as a result of a six month long effort to design plans to redecorate these spaces. The spaces include the Ship's Chapel, Library, Post Office, CPO Mess, Wardrooms, Forward and After Mess Decks, Disbursing, Ship's Stores, First Class Mess, Crew's Lounge and Barber Shops. In June 1979, a

contract in excess of $20,000 was awarded to the Olive White Studio. The contractor provided detailed plans, presently under review, to rehabilitate the spaces listed above.

m. Training Department

(1) The Training Department became a separate entity in October 1978 and subsequently expanded to include the Career Counselling Division in August 1979. The Training Officer assumed the responsibilities as Retention Officer at that time. Calendar year 1979 retention figures are shown below:

	1ST TERM	2ND TERM	CAREER
	ELIG/N.E./REEN/%	ELIG/N.E./REEN/%	ELIG/N.E./REEN/%
JAN	39 - 2 - 18 - 46	6 - 0 - 2 - 33	2 - 0 - 0 - 0
FEB	25 - 5 - 5 - 20	8 - 0 - 6 - 75	3 - 0 - 2 - 67
MAR	20 - 3 - 11 - 55	3 - 1 - 2 - 67	2 - 0 - 0 - 0
APR	35 - 4 - 11 - 31	4 - 0 - 3 - 75	9 - 0 - 5 - 55
MAY	49 - 3 - 11 - 22	9 - 0 - 3 - 33	5 - 0 - 3 - 60
JUN	68 - 12 - 15 - 24	4 - 0 - 1 - 25	7 - 0 - 4 - 57
JUL	67 - 11 - 15 - 22	2 - 0 - 1 - 50	9 - 0 - 8 - 88
AUG	74 - 12 - 13 - 18	6 - 0 - 3 - 50	3 - 0 - 0 - 0
SEP	76 - 13 - 7 - 9	2 - 0 - 0 - 0	4 - 1 - 1 - 20
OCT	66 - 7 - 8 - 13	12 - 0 - 10 - 83	7 - 0 - 4 - 57
NOV	50 - 4 - 8 - 16	6 - 0 - 2 - 33	8 - 1 - 4 - 50
DEC	40 - 8 - 12 - 30	7 - 0 - 3 - 43	7 - 0 - 3 - 43

The Career Counselling section was also responsible for establishing and presenting a two day career counselling course for all enlisted personnel and junior officers. A new five day career counselling program syllabus was developed in late 1979 and implementation of this

course will commence in early 1980.

(2) 1979 also saw the consolidation of the Training Office with the Educational Services Office. There were in excess of 1,500 persons sent to various schools which included Fire Fighting, Damage Control, 3-M, and a sundry of service schools in 1979.

(3) The Educational Services Officer billet was changed from a 1100 to a 641X billet and was filled by a 6412 in June 1979.

(4) The Indoctrination Division was expanded and now conducts bi-monthly classes for all newly reported personnel. Classes are broken down into two separate groups: E-4 and below and E-5 and above.

n. Weapons Department - The Weapons Department has witnessed the start of several major shipalts which will greatly enhance the ship's self defense posture and weapons handling ability. Two Basic Point Defense Surface Missile Systems were removed and replaced by two dual Nato Seasparrow Surface Missile Systems. In addition to the missile systems, preparations are being made to install three General Dynamics Phalanx Close-In Weapons Systems (CIWS). Installation of these systems involved construction of three new sponsons, four director platforms, and the addition of over fifty new Weapon Department spaces. Improvements in the conventional weapons handling system include the addition of foam flooding in upper stage elevators, installation of a small arms intrusion alarm system, and extensive modifications to 12 of the ship's magazines. The modifications include installation of universal tie-down stowage systems and increased capacity for overhead handling systems for air launched weapons. The new magazines will provide much greater flexibility, allowing the stowage of weapons with many different configurations. Department personnel were involved in

refurbishing most departmental spaces, all weapons handling equipment, as well as providing a Weapons Detachment to NAS Fallon, Nevada in support of CVW-30 operations.

o. IX-507

(1) Following re-activation of selected shipboard systems in Portland, Oregon IX-507 (former USNS GAFFEY) arrived at Puget Sound Naval Shipyard in early February 1979. Initially berthed at Pier B, in close proximity to ENTERPRISE, the vessel was later moved to Pier three, again to be near the carrier work site. Upon arrival in February, ENTERPRISE crewmembers immediately began installing salvaged lockers in the open bay berthing areas, configuring bunk placements, inventorying the ship's contents, allocating spaces, and otherwise readying spaces for occupancy. Residents were moved aboard on an incremental basis beginning on 5 March and the first meals were served in the Enlisted Dining Facility on 19 March, and in the Wardroom and CPO Mess in early April. Through self-help programs a recreation room, two television lounges, a music dubbing room, a functional movie theather, a television distrubution system, a combination Chapel and library, and food vending and game machines were incorporated.

(2) In addition to the billeting and maintenance duties performed aboard the vessel, ENTERPRISE organizational functions which have been accommodated are Food Service, Retail Sales, Special Services, Master-at-Arms, and classroom training, in addition to the Marine Detachment Emergency Action Squad, temporarily.

p. Executive Department

(1) Chaplain's Activities

(a) Chaplain's Assigned: Senior Chaplain CDR [redacted]

[redacted], CHC, USN (Protestant). Assistant Chaplain LCDR [redacted] [redacted], CHC, USN was relieved by CDR [redacted], [redacted], CHC, USN on 30 September 1979.

(b) Religious Services - The religious services conducted on board ENTERPRISE during the shipyard period included Sunday Protestant Worship, Sunday Catholic Mass, Tuesday Protestant Bible Study, and daily Catholic Mass. Special Lenten and Holy Week Services, Thanksgiving and Christmas Services were conducted for both Protestant and Catholic personnel.

(2) Other Activities

(a) A weekly group counseling session with the prisoners in Correctional Custody was commenced and continued throughout the year.

(b) The Self-Awareness Retreat program was established. The program was initially set up to deal with the potential UA rate associated with shipyard overhaul. It has since been enlarged to include all new reporting personnel E-4 and below. The design of the retreat provides a day away from the ship at Keyport, Washington. Several presentations are made which allow the participant to look at himself and the direction his life is taking. There is time for small groups to exchange ideas. Time is also provided for recreation. Participants also see the results of the Taylor/Johnson Analysis of Temperament that each took before going on the Retreat. From 14 March 1979 to 9 January 1980 - 194 servicemen participated, 80% or 156 servicemen showed definite attitude changes.

(c) A clergy day was held on 11 April 1979 aboard USNS GAFFEY. Local clergy had expressed a desire to assist ENTERPRISE in areas of religious assistance. These areas were discussed and with positive input for future assistance.

(3) Special Ceremonies

(a) The tradition of placing a coin under the mast was reawakened as Captain AUSTIN placed a Susan B. ANTHONY silver dollar, along with other mementos, in the step of the newly constructed mast on 7 August. As Captain R. P. ILG, Executive Officer, Commander T. A. MERCER, Propective Executive Officer, and the oldest and youngest members of the crew looked on, the boatswain's mate piped the mast over the side, followed by the placement of the stainless steel box containing the coin and mementos into the step.

(b) ENTERPRISE celebrated her eighteenth birthday on 26 November. Captain AUSTIN noted the event in a cake cutting ceremony, aided by Commander MERCER, Executive Officer, and the oldest and youngest crewmember aboard, 57 year old Master Chief of the Command Robert C. CARR and 17 Year old SR [redacted].

(4) Awards

(a) The Supply Department received the COMNAVAIRPAC Blue "E" for departmental excellence during the period 1 July 1977 to 31 December 1978 for sustained superior performance during the 18 month competitive cycle ending 31 December 1978, which included a seven month WESTPAC deployment. The ENTERPRISE also received the Admiral James A. FLATELY Safety Award for July 1979 thru June 1980.

(b) Awards ceremonies were held throughout the year, as required.

(5) VIP's

Date	NAME/TITLE
8 JANUARY	RADM W. A. GURECK - COMCARGRU SEVEN
15 JANUARY	RADM ALLHOUSE - SHIP PARTS CONTROL CENTER

31 JANUARY	BRGEN J. H. CONNOLLY - COMMANDER DEFENSE CONTRACT ADMINISTRATION SERVICES REGION, L.A.
5 FEBRUARY	RADM F. H. MILLER JR. - COMMANDER CRUISER DESTROYER GROUP ONE
6 FEBRUARY	RADM F. H. MILLER JR. - COMMANDER CRUISER DESTROYER GROUP ONE
1 MARCH	RADM W. A. GURECK - COMMANDER CARRIER GROUP SEVEN
6 MARCH	RADM H. A. HOFFMAN - CINCPACFLT
6 MARCH	RADM B. COMPTON - NAVSEA DEPUTY COMMANDER
10 MARCH	RADM F. H. MILLER JR. - COMMANDER CRUISER DESTROYER GROUP ONE
13 JULY	RADM W. A. GURECK - COMMANDER CARRIER GROUP SEVEN
10 AUGUST	RADM H. A. HOFFMANN - COMMANDER IN CHIEF PACIFIC FLEET STAFF
10 AUGUST	RADM W. A. GURECK - COMMANDER CARRIER GROUP SEVEN
9 OCTOBER	RADM W. C. NEEL - COMMAND CRUISER DESTROYER GROUP ONE
24 OCTOBER	MAJGEN E. W. POWERS - COMMANDER ARMY DEFENSE PERSONNEL SUPPORT CENTER
27 NOVEMBER	RADM W. E. RAMSEY - COMMANDER CARRIER GROUP ONE
3 DECEMBER	RADM E. BARRINEAU - DEP COMNAVSEASYSCOM FOR AIRCRAFT CARRIERS, AMPHIBIOUS AND AUX SHIPS
4 DECEMBER	RADM H. A. HOFFMAN - CINCPACFLT STAFF
4 DECEMBER	VADM R. P. COOGAN - COMNAVAIRPAC