



USS ENTERPRISE CVN65  
Fleet Post Office  
San Francisco 96636

1980

CVN65/011/  
5750  
Ser 011/ 1522

7 JUL 1981

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

Subj: 1980 Command History; forwarding of

Ref: (a) OPNAVINST 5750.12C of 29 JAN 1980

Encl: (1) USS ENTERPRISE (CVN-65), 1980 Command History

1. In accordance with reference (a), enclosure (1) is forwarded as USS ENTERPRISE's 1980 Command History.

*R. J. Kelly*  
R. J. KELLY

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

COMMAND HISTORY -- 1980

The entire year 1980 was spent with the ENTERPRISE in the midst of her complex overhaul at Pier Three, Puget Sound Naval Shipyard, Bremerton, Washington. Although the overhaul was scheduled to be completed by 15 September 1980, repairs and intricate testing of reactor equipment resulted in an extension into 1981.

Early in the year on 23 February 1980, Captain J. W. Austin, was relieved as Commanding Officer by Captain R. J. Kelly. Captain Austin reported to the National Military Command Center in Washington, D. C. Rear Admiral W. E. Ramsey, COMCARGRU ONE, was guest speaker at the change of command ceremony which was held on the forecastle with over 250 guests in attendance.

The ENTERPRISE's new Ship's Manpower Document was issued by OPNAVINST 5300.418 of 18 June 1980. The following manpower requirements were established:

OFFICER -- 163                      ENLISTED -- 3,190

Actual on board manning levels at year's end were as follows:

OFFICER -- 167                      ENLISTED -- 2,698

There were no Air Wing or aircraft detachments assigned during 1980.

ENTERPRISE celebrated her 19th birthday since commissioning on 25 November 1980.

The following VIPs visited ENTERPRISE during 1980:

<u>DATE</u>	<u>NAME/TITLE</u>
24 JAN	ADM A. J. WHITTLE, JR., Chief of Naval Material and RADM E. BARRINEAU, Deputy Commander, COMNAVSEASYSKOM (NAVSEA 94)
05 FEB	RADM E. BARRINEAU, NAVSEA 94
08 FEB	VADM R. F. SCHOULTZ, COMNAVAIRPAC
23 FEB	Honorable GLENN JARSTAD, Mayor of Bremerton, Washington and RADM W. E. RAMSEY, COMCARGRU ONE
06 MAR	RADM E. BARRINEAU, NAVSEA 94
09 APR	RADM WILLIAM A. GURECK, COMCARGRU SEVEN
24 APR	RADM R. J. WEBER, Deputy NAVSEASYSKOM
22 MAY	VADM R. F. SCHOULTZ, COMNAVAIRPAC, RADM H. S. HOFFMAN, CINCPACFLT Material Officer, and RADM BARRINEAU, NAVSEA 94
27 JUN	ADM A. J. WHITTLE, JR., Chief of Naval Material

15 JUL RADM E. BARRINEAU, NAVSEA 94

21 JUL RADM J. H. WEBBER, Vice Commander & Chief of Staff, NAVSEASYSKOM

04 AUG VADM E. B. E. FOWLER, JR., COMNAVSEASYSKOM; RADM D. L. COOPER, COMPTROLLER, NAVSEASYSKOM

26 AUG RADM H. HARDISTY, COMCARGRU SEVEN

03 SEP VADM R. F. SCHOULTZ, COMNAVAIRPAC, RADM BARRINEAU, NAVSEA 94; RADM H. S. HOFFMAN, CINCPACFLT Material Officer; and RADM W. C. WYATT, prospective CINCPACFLT Material Officer

06 SEP VADM P. de POIX, USN (RET), first CO of ENTERPRISE

25 SEP Honorable EDWARD HIDALGO, Secretary of the Navy

09 OCT RADM BYRON B. NEWELL, CHINFO

24 OCT ADM THOMAS B. HAWYARD, Chief of Naval Operations

05 NOV RADM E. BARRINEAU, NAVSEA 94

06 NOV VADM R. F. SCHOULTZ, COMNAVAIRPAC

The following sections, listed alphabetically by departments, provide a more detailed description of the ENTERPRISE activities during 1980. The sections are indexed as follows:

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I. Aircraft Intermediate Maintenance Department (AIMD). During calendar year 1980, the AIMD made significant progress toward operational readiness. Having effectively accomplished Complex Overhaul (COH) Objectives, 15 September 1980 marked the department's transition from Ship's Force Overhaul Management Systems (SFOMS) industrial production to work center reactivation and training. The major departmental milestone of facility/operational readiness by 30 January 1981 was "on track" as a result of the following calendar year initiatives/accomplishments:

a. AIMD SFOMS PACKAGE

(1) AIMD industrial production crews completed priority one and two space rehabilitation projects on 15 September 1980. A follow-on program including all priority three and four spaces was accomplished between 15 September and 15 December 1980. 1571 SFOMS key operations and 109,629 manhours represent the cumulative departmental industrial statistics associated with the refurbishment of 114 assigned spaces.

b. AIMD GSE Detachment, NAS Alameda, Ca.

(1) On 21 August 1980, the AIMD GSE Rework Det completed a complex eighteen month review, inventory, and validation of 7,000 Individual Material Readiness List (IMRL) assets assigned to the AIMD and Weapons Department. The subsequent identification equipment requirements/shortages resulted in 1., the department's monthly publication of a comprehensive equipment shortages status listing, 2., institution of an aggressive IMRL Management/Requisition Follow-up system within the department, and 3., a consequent and unprecedented Activity Asset Report (AAR) validity.

(2) Initiatives subsequent to the inventory included the packaging and shipment return of all avionics IMRL assets to the ship for distribution to reactivated work centers. Distribution was completed to all major avionics work centers.

(3) Since 21 August 1980, GSE Rework Det personnel requirements have been reduced from thirty to ten personnel. Primarily responsible for completing operational checks and preventive maintenance on "yellow gear" retained at Alameda, the Det additionally ensured the availability of "RFI" assets required for on board training and provided extensive equipment training to maintenance personnel.

c. C-1A Bureau Number 146057

(1) The ship's C-1A aircraft operated from Kitsap County Airport logging 418.8 Flight Hours in support of logistic and aircrew proficiency requirements. The aircraft was maintained in a 67.39% operationally ready status throughout the year despite critically deficient facilities and remote maintenance/supply support.

(2) The aircraft completed Standard Depot Level Maintenance (SDLM) at Hayes Aircraft Corporation, Dothan, Alabama on 1 September 1980.

(3) Maintenance personnel assigned to the C-1A support branch performed 593.8 hours of corrosion control and incorporated five Technical Directives.

d. Operational Readiness Milestones

(1) AIMD personnel attended two Consolidated Air Mix Site Activation Plan (CAMSAP) conferences in March and August 1980. In conjunction with NAVAIRSYSCOM, COMNAVAIRPAC, and contractor personnel, milestones for the delivery, installation, and verification of new systems test equipment were reviewed.

(2) A milestone planning conference specifically concerned with the rework and reinstallation of Avionics Ground Support Equipment was held in September 1980 with representatives from NALC, CNAP MAT REP, and P.S.N.S.

II. Air Department. The following significant accomplishments were achieved in 1980:

a. JANUARY. All major catapult work was completed, including installation of the new rotary launch valves and capacity selector valves.

b. MARCH. A strenuous dead-load testing program was completed on the bow catapults with Captain Kelly firing the first dead load. Catapults #1 and #2 were certified.

c. APRIL. A dead-load program and certification was completed on catapults #3 and #4.

d. MAY. All nose gear launch, bridle arrestors and #2 and #4 jet blast deflectors were tested and certified.

e. JULY. Non-skid was reapplied to the flight deck by PSNS.

f. SEPTEMBER. The optical landing system was tested and certified. Reassembly and testing of the arresting gear completed.

g. OCTOBER. The arresting gear was certified. JP-5 fuel was taken aboard by V-4 division for the first time in almost 2 years.

h. NOVEMBER. The JP-5 purifiers and service pumps were reinstalled and testing commenced.

i. DECEMBER. Non-skid was reapplied to Hangar Bay 2 by PSNS.

III. Communications Department. All Communications Department work scheduled to be accomplished during the Complex Overhaul was 100% completed by the end of 1980, with the bulk of the work package completed by mid September.

a. Specific jobs completed by ship's force included:

(1) Renovation of divisional berthing spaces.

(2) A complete overhaul of all shipboard teletype equipment.

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

(4) Renovation of all departmental office, storage spaces and passageways.

b. Shipalts completed by the Puget Sound Naval Shipyard personnel included the following:

(1) Replacement of AN/WRT-2 transmitters with the AN/URT-23 and AN/URT-24 transmitters.

(2) Installation and check-out of the Single Audio System or Secure Voice System throughout the ship.

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

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

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

(6) Installation of the SSQ-65 Quality Monitoring system.

c. From January to September 1980, the ship utilized the over-the-counter services of NTCC Puget Sound, Bremerton, Wa. for their message traffic. On September 12th, 1980, the Communications Department became the first operational department since the beginning of the overhaul period. Since that time, the Communications Department successfully completed a HF training Termination with NCS Stockton, California, several voice communications drills and CW drills with ships in port and most significantly and impressively, completing a HF Communications Contingency Test imposed by NAVCAMS EASTPAC, Honolulu, Hi. Traffic volume for the period since assuming the ship's own guard were slightly higher than the first part of the year. However, overall traffic volume remains comparatively low. Shipboard send totals averaged 15 messages daily and receive averaged 96 for a total of 111 messages daily.

IV. Damage Control Department. The year 1980 was, for the Damage Control Department, a period of transition as the non-nuclear work of the overhaul neared completion. The emphasis shifted from support of shipyard work to restoring ENTERPRISE's normal damage control posture and support of crew habitability services.

a. In the area of material, the after mess decks and Wardroom II were placed back in service in March. A major job was undertaken to replace 12" firemain valves to ensure ability to isolate the system in event of damage. In October, intermittent heating steam was cut in for the first time in over eighteen months. The new system of importance for the DC Department, a major alteration during overhaul, was the Sewage Collection, Holding and Transfer System (CHT), required by federal law to prevent environmental pollution. CHT, which was placed into operation in late November, is a system of eight tanks (previously DC voids) designed to hold sewage in inland waters and transfer it to pier facilities in port.

b. There were no cases of major fire or flooding throughout the year.

c. The most important issue of the year was the resolution of whether the Damage Control organization would remain a separate department or return to the Engineering Department, ending an experiment begun in 1976. By the end of November, 1980, it was decided at the CNO level, to make permanent, a separate DC Department, the only such organization onboard a U.S. Navy vessel.

V. Deck Department. Throughout 1980, Deck Department progressed on COH industrial work, completing paint removal, preservation and repainting of some 330 interior spaces plus the application of the Devoe Paint System to the external hull. Additionally, Deck provided over 6000 man hours and 109 men to the ship's self help habitability project. Complimentary to the industrial efforts and essential to readiness has been training efforts. During calendar year 1980, over 60 men were given at sea training in Deck Seamanship, utilizing other operating units of the fleet. Similarly, on board training efforts concentrated on rig teams, small boat training and watch standing in a major effort to prepare the ship for underway operations. This was particularly relevant in view of a 99% loss of at-sea experience (onboard ENTERPRISE within Deck Department). Major industrial work accomplished included:

a. Removal of all interior paint on both aluminum and steel bulkheads and represervation to 3.0 mil specification.

b. Removal of all exterior hull paint and installation of the "Devoe" Paint System to an 8.5 mil specification.

c. Rework by PSNSY of all warping capstans, the anchor windlasses, anchors and chains, unrep winches, sliding padeyes, boat davits and handling winches.

d. Removal and redesign of the after accommodation ladder.

e. Replacement of the ship's motor whaleboat.

f. Refurbishment and repair of all unrep stations.

VI. Dental Department. 1980 activities of the Dental Department consisted of planning and execution of extensive overhaul of dental department spaces while concurrently caring for the dental health requirements of the crew.

a. The alterations and refurbishing included the following:

(1) Jobs accomplished by ship's force personnel:

(a) Tiled decks in the administrative office, front desk area, aft passage and x-ray room.

(b) Painted all bulkheads and fixtures.

(c) Installed false overhead throughout dental spaces.

(d) Installed dental unit, chair and x-ray unit.

(2) Jobs accomplished by shipyard personnel:

(a) Installed LONSEAL seamless tile in all dental operatories, prosthetic laboratory, and main passageway.

b. 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 Naval Regional Dental Center, Bremerton where they performed routine dentistry for the ENTERPRISE crew.

(1) Statistics for 1980:

- (a) Patient visits: 9,821
- (b) Examinations: 9,830
- (c) Roentgenographic Examinations: 4,221
- (d) Prosthetic Appliances Fitted: 977
- (e) Dental Restorations: 5,021
- (f) Surgical Procedures: 1,002
- (g) Endodontic Procedures: 79
- (h) Preventive Dentistry Procedures: 9,776
- (i) Miscellaneous Procedures: 13,213

VII. Engineering Department.

a. A Division.

(1) Steam Catapults. With a few exceptions, all work planned and undertaken at the beginning of the overhaul has been completed on that portion of the steam catapults falling under A-Division's cognizance. This included the installation of all low loss rotary launch valves, replacement of catapult fin tubes, used for preheating launch cylinders, and vent ducting improvements to provide for better habitability in major valve spaces during catapult operations. All four steam catapults underwent final testing in the manual mode of operation and were satisfactorily certified as operational. Still awaiting final completion and documentation is the catapult supervisory circuit (CSC) which provides for total automation in catapult operations.

(2) Conveyors, elevators and hydraulic equipment. Numerous pieces of equipment in this category underwent operational testing. Aircraft elevators 2, 3, and 4 were weight and operationally tested. Each tested satisfactorily. All four steering gears, all replenishment at sea winches, anchor windlasses, capstains and deck edge and divisional doors were operationally tested and satisfactorily passed testing. In addition to the above, ship's force completed the overhaul of numbers 4 and 5 stores conveyors. The Captain's and pilot's elevators were reworked by General Electric contractors.

(3) Reefers and air conditioning units. Both forward and aft reefers were overhauled by Puget Sound Naval Shipyard and returned to ship's force. Air conditioning units 12, 13, 14 and 15 were overhauled by ship's force and returned to operable status.

(4) Emergency diesel generators. All four emergency diesel generators successfully passed an annual milestone, the COMNAVSURFPAC Diesel Inspection. With the exception of minor correctable deficiencies, each received a clean bill of health from inspectors.

(5) Electric motor driven firepumps. All electric motor driven firepumps underwent final testing before return to ship's force from an overhaul status. Maintenance problems, however, caused several to have to be reworked to correct motor bearing failures.

(6) Additions to the Machine Shop. The Machine Shop received and installed a new Wells Endex Milling Machine. In addition, the Brown and Sharp Surface Grinder, which had been inactive since 1978, was repaired and made operational.

(7) The pneumatic message tube system. The pneumatic message tube system underwent replacement of sections of inadequate piping and removal, refurbishment and reinstallation of all 14 message stations.

(8) Oxygen Nitrogen Generating Plants. The aft oxygen nitrogen producing plant underwent modification which essentially changed it from an 80-30 mod A plant to a 80-30 mod B plant. These changes involved installation of various valves, piping and monitoring devices that allow for better control of plant operation. The forward oxygen/nitrogen plant was removed earlier in the year to act as a replacement for one destroyed on USS MIDWAY CV-41. A replacement is expected sometime during the first six months of 1981.

(9) Ship's Air Compressors. All high pressure air compressors successfully underwent operability tests and were returned to ship's force. Two low pressure high volume Elliot Compressor units which were being overhauled by ship's force were completed.

(10) High Pressure Air Distribution System. The high pressure air distribution system underwent modification to replace sections of redundant piping. In addition, various reducing valves, air flasks and four air dehydrators were removed, refurbished by Puget Sound Naval Shipyard, reinstalled, and tested. Rated system pressure for the entire distribution system was altered from 5000 to 3000 psi.

b. E Division.

(1) The Valve Position Indicating System. Overhaul of the Valve Position Indicating System was nearly completed. All micro-switches and second deck control stations were overhauled. The central control fire pump set up panel and pump suction valve interlock systems remain to be completed.

(2) Ship's Automatic Telephone System. In an attempt to return the ship's automatic telephone system to blue print specifications, rework on the system was started earlier in the year. Approximately 15% of this work was completed. A new Western Electric Dimension 2000 telephone system was authorized for installation in June 1981.

(3) Sound Powered Telephone System. Work for overhauling the ship's sound powered telephone system was started. All switch boards were rewired and a station to station check was accomplished on circuits. All damage control circuits were completed. The shipyard conducted tests on all other major circuits.

(4) MC amplifiers. A SHIPALT request was submitted to replace all of the AN/SIC-LS 434/433 MC units with the newer AN/SIC-LS 518/519 MC units. This will effect the 18 MC, 19 MC, 21 MC, 22 MC, 23 MC, 26 MC, 28 MC, 30 MC and 42MC systems.

(5) Movie projectors. The ship has purchased 24 new single 16MM movie projectors giving the ship its operational complement of 35 projectors.

(6) New lighting. CVN "65" lights were installed on the port and starboard side of the island structure. The lights are a common fluorescent fixture arranged in a "65" on both sides approximately 25 feet tall. They are powered from a 115 volt 60 hertz manual bus transfer device and can be operated from the quarterdeck.

(7) Modified lighting. The shipyard started the navigational lighting modification which includes moving the forward mast head light down to the flight deck level, starboard side frame 90 and moving the port and starboard running lights to the widest portion of the angled flight deck. This modification should improve the ship's aspect as it appears to other ships operating in the vicinity.

(8) Ship's service and emergency generators. Ship's force and shipyard personnel conducted tests on the 8 ship's service turbo generators, 4 emergency diesel generators, and 2 special frequency turbo generators. Testing consisted of periods of continuous operation while loading each generator to its maximum capacity with load banks installed on the hangar bay.

(9) Motor Rewind Work Center. The ship's Heavy Electrical Power and Motor Rewind Work Center received a new combination burn-out and bake oven. The oven was supplied to the ship by Grieve Electrical Manufacturing Company and is capable of automatic operation with the use of plastic control cams. It is capable of heating electrical components up to 800 degrees F. The oven is designed to more efficient specifications than the model it replaced, drawing only 50 amps and dissipating less heat to the surroundings because of better insulating qualities. The work center's chain hoist monorail was also modified to accommodate transferring large pieces of equipment from the oven to the varnish dip tank.

(10) Aircraft Starting Stations. The shipyard commenced work on refurbishment of the aircraft starting stations located on the flight deck. Electrical components within these stations were badly in need of repair due to the adverse effects of the operating environment.

c. M Division.

(1) Bilge Gravity Drain System. The bilge gravity drain system was slated for refurbishment. Work was started and progressed satisfactorily. Pumps for the system were still awaiting the installation of improved internal parts.

(2) Evaporator Tanks. An evaporator dump tank and pump assembly was installed in numbers 1 and 2 auxiliary machinery rooms in order to reduce the amount of clean water that enters the bilge gravity drain system. The pumps in number 2 auxiliary machinery room were found to have inadequate capacity and a larger pump will be installed in the system. Its final installation will require more testing.

(3) Main feed pumps. The main feed pump's packing guards were replaced by mechanical seals. During testing, difficulty was experienced in reducing leakage through the mechanical seals to acceptable levels. The seals were replaced many times in an effort to reduce leakage. A determination by Puget Sound Naval Shipyard design personnel concluded that the installed seals were inadequate. A different model mechanical seal was subsequently procured, installed and tested satisfactorily.

(4) Steam Reboiler. A steam reboiler unit was installed on board the ship to separate the main propulsion steam system from the ship's service steam system. Many design problems were encountered during testing. The reboiler system was still in the final test phase at year's end.

(5) Back-up steam to ship's service steam system. A determination was made that back-up steam to the ship's service steam system would have been inadequate in the event of failure of the ship's reboiler. To rectify this situation, specially flanged cross connect piping was installed in each machinery room to provide adequate back-up steam flow through the ship's reduced pressure steam system.

VIII. Medical Department. During calendar year 1980, the Medical Department continued to work on the refurbishment of all assigned spaces. This work was completed to such a degree that in April all medical activities returned to ENTERPRISE from USNS Gaffey. In addition to industrial work and special programs (asbestos surveillance, hearing conservation and blood drives) the Medical Department managed to fit in 20,807 outpatient visits, 1,259 physicals, and 2,586 immunizations. An extensive program of training both on and off the ship was conducted in general military as well as medical areas.

IX. Navigation Department. All major shipyard and departmental overhaul projects were completed and all spaces and equipment were restored to operational status. Extensive in-house training and TAD assignments to other ships for underway training was conducted.

X. Operations Department.

a. The following new equipments were acquired in 1980:

1. Naval Tactical Data Systems (NTDS). Interface and Operability Testing was completed in June with the interim delivery of the new Operational Program Model 4.0.1. In addition, wind speed and direction inputs were added to the system which enhanced data available to the Operational Program.

2. AN/UYK-5 Supply Automated Data Processing System. Installation of the Shipboard Non-Tactical Automated Data Processing Program (Snap 1, Phase 1) was completed in May and significantly reduced the volume of card processing and thereby increased the overall processing speed of the system.

3. Air Search Radars. Installation and testing of the AN/SPS-48, AN/SPS-49, and AN/SPS-65 radars was completed. This provided more modern equipment and improved reliability in the functional areas of two and three dimensional radars and long and short range air target acquisition.

4. Air Traffic Control Training Device. Installation of the 15G21 Device, an onboard Carrier Air Traffic Control Center (CATCC) trainer designed by Gould, Inc. was begun. This device is designed specifically for shipboard use with the AN/SPN-42, Automatic Carrier Landing System; AN/SPN-43, Carrier Surveillance Radar; and the AN/TPX42A(V)8, Direct Altitude and Identification readout (DAIR) System. The trainer permits CATCC-DAIR team training by enabling the controllers to track twenty-four (24) simulated aircraft from launch to touchdown. The device consists of six (6) track control consoles and one (1) problem control console using a tape load feature. The 15G21 device is scheduled to be completely installed by March 1981.

5. Satellite Data Receiver/Processor. The AN/SMQ-10, Satellite data receiver/processor was installed as part of the ongoing Defense Meteorological Satellite Program (DMSP).

6. Modular Imagery Interpretation System (MIIS). The MIIS was installed in Area IV of the Carrier Intelligence Center (CVIC). This system incorporates computer and graphic devices for improved mensuration and interpretation of reconnaissance imagery.

a. The following equipments were removed in 1980:

(1) MITRAN chip copy camera and the Naval Intelligence Processing System (NIPS) Gerber Plotter. These equipments were considered of little utility. With COMNAVAIRPAC approval, they were removed from Area IV of CVIC. Appropriate replacement equipments are under development.

XI. Reactor Department. During 1980, nuclear repair work was virtually completed in all four propulsion plants. Nuclear cold plant testing commenced in the 1B reactor plant during April, followed by the 1A reactor plant in May, the 3B reactor plant in July and the 3A, 4A and 4B reactor plants in September. The 1B reactor plant commenced nuclear hot plant testing during September. Nuclear cold plant testing commenced in the 2A and 2B reactor plants in October. During the month of November, the 1A, 4B, and 3B reactor plants commenced nuclear hot plant testing. The majority of Reactor Department personnel continued on rotating shiftwork to support the increased tempo of operations on a seven days per week, 24 hour basis.

XII. Safety Department. The Safety Department had an active role in prevention of accidents and material related damage during 1980. A continuous Fire Prevention Program resulted again in 1980 with a record of no major fires onboard. The department also set up and pursued a Ship-wide Drivers Improvement Course sponsored by the American Automobile Association (AAA). No major injuries or deaths were recorded due to automobile accidents. One motorcycle mishap ended in a fatality. Due to the effective safety awareness of everyone onboard ENTERPRISE, the loss of life in work related accidents remained at zero.

XIII. Ship's Force Overhaul Management System (SFOMS) Department. On January 11, 1979, ENTERPRISE entered PSNS to begin a lengthy Complex Overhaul. Ships force work package data at overhaul start was estimated as follows:

Total keyops planned	16,373
Total industrial manhours planned	987,200

On 11 December 1980 after 100 weeks, the Ship's Force overhaul work package was complete with the exception of Habitability. The results are as follows:

Total keyops planned	17,787
Keyops completed	17,048 (96%)
Total industrial manhours planned	1,929,240
Industrial manhours completed	1,915,626 (99%)

The NAVSEA Self-help Habitability Project, encompassing the total renovation of all enlisted berthing and sanitary spaces at a cost of approximately \$7,000,000 and 700,000 ship's force manhours, neared completion. Eighty-six of 114 berthing compartments and 4283 of 5319 berths were fully renovated. Thirty-four of sixty-five sanitary spaces were also returned to operation. Cleaning of all ventilation systems was completed.

XIV. Supply Department.

a. Ship's Force Overhaul. During calendar year 1980, Supply divisions completely renovated 151 Supply Department spaces. These included:

- 60 Storerooms
- 42 Staterooms
- 8 Office spaces
- 8 Fan rooms
- 16 Ladderwells
- 4 Galley spaces (Bake Shop, Butcher Shop, Vegetable Preparation Room, Issue Room)
- 6 Passageways
- 2 Wardrooms
- 2 Wardroom Lounges
- 2 Seabag Lockers
- 2 Scullerys
- 151 Total spaces renovated

b. Supply Overhaul Assistance Program (SOAP). SOAP continues with the following highlights:

(1) In May 1980, backload of bulk repair parts began the return of COSAL material. The backload was scheduled to be completed in February 1981.

(2) The Technical Manual review was completed in October 1980. The USS ENTERPRISE was the first ship to conduct a comprehensive technical manual review as part of SOAP. It involved verifying the Allowance Parts List (APL) against current technical manuals to ensure the correct manuals are on board.

c. Material consumption. Approximately \$6,500,000 worth of consumable and chargeable repair parts were consumed by the ship's force operation of ship's systems and accomplishment of ship's funded repairs during fiscal year 1980. Of this total about \$730,000 was devoted to Ship's Force Overhaul Maintenance Systems (SFOMS) work in the rehabilitation of crew's heads and berthing.

d. Control Division (S-1).

(1) On 15 December 1980, S-1 Division completed the relocation and installation of equipment for the new "E-Mart". This fast self-service retail store operation similar to a shore-based SERVMART will allow divisions to pick up routine consumable supplies, such as office supplies, forms, hand tools, etc., totaling over 1,000 line items. The opening was scheduled for January 1981.

(2) On 29 December 1980, the new technical library spaces were completed. The library will have improved research capabilities with new equipment and up-to-date manuals and will make a positive contribution to improved supply support.

e. Food Service Division (S-2)

(1) From January to April 1980, meals were served on board the USNS GAFFEY. On 5 May 1980 a ribbon cutting ceremony marked the re-opening of the after galley aboard the ENTERPRISE and the return to ENTERPRISE of the food service operation. The move back aboard was accomplished without interruption in service. Since moving back aboard, the forward galley (The Shuttle) fast food operation was used during ENTERPRISE bi-monthly training weeks.

(2) During the overhaul period, the forward galley was replaced with new serving lines and equipment. The after galley had new serving lines, counters, ovens and ventilation systems installed. All of the mess decks were resurfaced and beverage machines were replaced where necessary. The Bake Shop was equipped with a new proof box and new ovens were ordered. All of the sculleries were completely replaced. Enough ice machines to meet the requirement of 1.25 pounds of ice per man per day were either installed or ordered.

(3) Special events were celebrated with special menus. Thanksgiving, Christmas and the Ribbon Cutting for the after galley are a few. Special services were provided by the Food Service Division to support the crew.

(a) Picnic items: hamburgers, hot dogs, steaks, baked beans etc. were available for division parties.

(b) International nights (Ethnic meals) -- A weekly ethnic meal was featured to offer variety. Meals included Italian, German, Soul, Oriental, Mexican and Filipino dishes.

(c) Ship's picnic -- A ship's picnic was held in July. B-B-Q chicken and ribs were served along with other picnic items.

(d) Steak Night -- A weekly steak night was featured to offer variety.

(4) During the overhaul all of the refrigerated spaces were reworked and all four package conveyors were replaced. In conjunction with the EDF move back aboard ENTERPRISE, approximately 200 tons of freeze, chill and dry provisions were transferred from the USNS GAFFEY to the ENTERPRISE. This was accomplished in a five day period using 100 man working parties and off duty personnel from S-2 Division. The Enlisted Dining Facility and the private messes used approximately three tons of food each day.

(5) The remodeling of both the forward and after mess decks was in progress with completion scheduled in April 1981 at a cost of \$300,000. Panned bulkheads, suspended ceilings and new tables and chairs were included.

(6) Total value of stores received and consumed during the year are listed below:

	<u>RECEIPTS</u>	<u>STORES CONSUMED</u>
JAN-MAR	\$232,762	\$262,142
APR-JUN	451,308	310,232
JUL-SEP	369,836	352,633
OCT-DEC	347,356	335,972

f. Sales Division (S-3)

(1) During this calendar year this Sales Division made significant progress in the management of its inventory. An overstocked inventory was reduced from \$230,450 to \$214,600. This increased the stock turn from .51 to 1.16 and was approaching the goal of 1.33.

(2) The Sales Division was renovating 5 ship's stores, 2 fountains, and the crew's and officer's barbershops by commercial contract.

(3) Installation of a comprehensive security alarm system was begun. This system was being installed in accountable sales spaces, Disbursing, Post Office, and Wardroom spaces.

(4) In April 1980, the Sales Division closed its ship's store, fountain and barber shop on USNS GAFFEY berthing barge and relocated back on board USS ENTERPRISE.

g. Wardroom (S-5)

(1) From January to May, S-5 Division continued from the previous year operating on the USNS GAFFEY, serving meals and maintaining Staterooms. In May, the Wardroom operation moved to the USS ENTERPRISE and began serving in Wardroom II.

(2) Wardroom I and II renovation continued and was almost completed. New false overhead and wall panels were installed along with a complete salad bar and drink dispensers in both wardrooms. The galleys had a new vegetable steamer and deep fat fryer.

(3) New furniture and furnishings for both wardroom lounges were ordered and completion was expected in 1981. A stereo/PA sound system was also ordered for installation in both wardrooms.

(4) Officer's stateroom renovation was started during this year and will continue in 1981. Work consists of repainting and retiling spaces.

h. Material Division (S-6)

(1) The Material Division continued to perform its receiving and shipping functions with minimal customer impact despite personnel shortages and the difficult conditions of the overhaul. In December, it was necessary to relocate temporarily from the S-6 void in Hangar Bay 2 while the Hangar Bay was being resurfaced. S-6 continued to carry on with no significant impact.

(2) S-6 Division was also tasked with the coordinating of aft ship storage and with the back loading of repair parts from the soap site. Both efforts were carried out smoothly and efficiently.

(3) During 1980, three specially designed bromide cannister storage cabinets were installed in Storeroom 3-225-0-A. These cabinets will provide secure but readily accessible storage for 350 cannisters which are very expensive and must be changed frequently. The cannisters are used to brominate the portable water system.

i. Automatic Data Processing (ADP) (S-7)

(1) In May of 1980, S-7 Division received phase one of the Shipboard Non-Tactical ADP Program System. This equipment included four new tape transports and a new high speed printer. These changes greatly decrease the turnover time for jobs submitted for processing. The SNAPS system will give greater speed and accuracy with less down time for the UNIVAC 1500 system.

(2) In November 1980, the UNIVAC 1710 keypunch machines were replaced with TAB 702 Key to Disk machines. This system allows data to be entered on a disk which can be converted and placed on a magnetic tape for direct use on the computer thereby bypassing the card reader/punch/interpreter (CRPI). This saves rerun time as correction can be made before the data is processed. The soft touch keyboard increases operator speed and accuracy. The 702 machines have the capability to load ten program control cards vice only two for the old 1710 keypunch machines. Since the disks can be used over and over, storage requirements are reduced and monies expended on data entry supplies is greatly reduced.

j. Aviation Supply Support (S-8)

(1) S-8 Division assisted AIMD in the critical verification of test bench facilities. The division provided support in obtaining Weapons Replaceable Assemblies (WRA), Shop Replaceable Assemblies (SRA) and Maintenance Assist Modules (MAMS). The test benches verified included:

E-2C VAST	14 Jan 80 - 15 Mar 80
S-3A VAST	01 Oct 80 - 19 Dec 80
A-6E TRAM	01 Nov 80 - 21 Nov 80
F-14A	To commence 19 Jan 81

(2) Aviation Consolodated Allowance List (AVCAL)

a. In April 1980, a team of 6 enlisted personnel were sent TAD to NAS North Island to inventory the AVCAL material off loaded in 1979. This is an integral part of the re-AVCAL effort.

b. In September 1980, the re-AVCAL conference was held at Aviation Supply Office in Philadelphia. Proposed AVCAL documents were reviewed and inventory allowances were negotiated including CLAMP and Rotatable Pool allowances. Attendees included personnel from Supply Office, and COMNAVAIRPAC.

XV. Training Department. The following specific training events occurred during calendar year 1980 in addition to extensive underway training on various ships for both officer and enlisted personnel.

a. Shipboard Training Weeks and Fast Cruise completed:

TRAINING WEEK	FAST CRUISE
18-22 August	
15-19 September	16-17 September
20-24 October	
17-21 November	19-20 November

b. CIC Team Training completed at Fleet Combat Training Center Pacific, San Diego.

INTERMEDIATE	ADVANCED
19-22 February	
17-19 March	26-28 March
5-9 May	
2-6 June	9-13 June
14-18 July	21-25 July
27-29 October	3-7 November

c. NTDS Data Link exercises completed:

5 August with USS Ray, USS Foster, and USS Peleliu  
11 August with USS Ray, USS Foster, and USS Peleliu  
30 August with USS Long Beach and a VP-48 P-3

d. ATO Seasparrow Tracking Exercises completed:

16 September  
20 November  
21 November

e. A two week CATCC-DAIR team training session was completed in June at NATTC Millington, Tn.

f. Carrier Intelligence Center (CVIC) personnel pioneered a current intelligence briefing program which took CVIC enlisted and officers to other CVN-65 departments, other naval units at Puget Sound Naval Shipyard, and shore establishments throughout the 13th Naval District. Over 150 presentations were provided during calendar year 1980.

XVI. Weapons Department. Installation of two NATO Seasparrow Surface Missile Systems and three General Dynamics PHALANX Close-In Weapons Systems (CIWS) was completed. Ship qualification trials (SOT) remain to be completed for those systems. All Weapons Handling Systems modifications were completed and conversion of the Magazine Sprinkler System from wet to dry type by the ship's force was still in progress. Department personnel continued to refurbish spaces, handling equipment and provided Weapons detachments to NAS Fallon Nevada in support of CVW-11 and CVWR-30.