



DEPARTMENT OF THE NAVY
USS ENTERPRISE CVN-65
FLEET POST OFFICE
SAN FRANCISCO, CA. 96636

1982
"0"

CVN65/03/gdf
5757
Ser' 03/911
28 MAR 1983

for good

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

Subj: 1982 Command History; forwarding of

Ref: (a) OPNAVINST 5750.12C of 29 JAN 80

Encl: (1) USS ENTERPRISE (CVN-65) 1982 Command History

1. In accordance with reference (a), enclosure (1) is forwarded.

R. J. Kelly
R. J. KELLY

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



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THE HISTORY
OF
USS ENTERPRISE (CVN-65)
IN
1982

USS ENTERPRISE HISTORY OF 1982

On 2 February 1982 USS ENTERPRISE got underway from Puget Sound Naval Shipyard (PSNS), Bremerton, Washington for a week of Sea Trials following her extensive three year overhaul. ENTERPRISE had arrived at PSNS in January 1979 for a comprehensive overhaul. Work accomplished on ENTERPRISE included a complete overhaul of enlisted berthing and dining facilities, an upgrade of her electronic suite and, for the first time since commissioning, a complete overhaul of her prototype nuclear reactor propulsion plant. Sea Trials were a complete success demonstrating that ENTERPRISE was fully capable of assuming her commitments as an operational strike carrier of the U.S. Pacific Fleet

Following Sea Trials, ENTERPRISE returned to PSNS, embarked dependents, pets and automobiles and departed for a return transit to her permanent homeport, Naval Air Station, Alameda, California. ENTERPRISE arrived in Alameda on 13 February. Following a week in port, ENTERPRISE departed en route an eleven day workup period in the SOCAL OPAREA. The first post overhaul carrier landing occurred on 22 February and the first catapult launch took place on the 27th. This SOCAL sea period was the first of eight sea periods for ENTERPRISE prior to the 1 September departure from Alameda for deployment to the Western Pacific/Indian Oceans. During the seven month period between returning to Alameda and deployment, ENTERPRISE spent 87 days at sea conducting intensive training evolutions in preparation for deployment. Included in these training operations were a very successful Refresher Training (REFTRA), Air Wing Carrier Qualifications (CARQUALS), Operational Readiness Examination (ORE), Nuclear Weapons Acceptance Inspection (Nwai), and FLEETEX 1-82.

On 1 September, ENTERPRISE departed on her 10th deployment, en route to the Western Pacific (WESTPAC) and Indian Ocean (IO).

Missions undertaken by ENTERPRISE during her deployment have included: demonstrating U.S. resolve to maintain free and unrestricted access to international seas for all countries, showing the flag, presenting military presence, conducting humanitarian and search and rescue operations, and continued training to ensure preparedness to conduct prompt and sustained operations.

ENTERPRISE transited from Alameda to Pearl Harbor, Hawaii 1-12 September, conducting a joint Ship ASW Readiness Evaluation Measuring (SHAREM) and Air Readiness Evaluation Measuring (AIREM) exercise from 7-12 September while en route.

ENTERPRISE remained in port Pearl Harbor 13-16 September, leaving port the morning of the 17th. While in the vicinity of Hawaii on 19 September, aircrews from ENTERPRISE sighted a sailboat in distress and coordinated a successful search and rescue effort.

USS ENTERPRISE COMMAND HISTORY 1982

Following several days of flight operations near Hawaii, ENTERPRISE transited to the Northern Pacific and conducted freedom of the seas operations with the USS MIDWAY Battle Group. MODLOC position was 51N/171E, approximately 300 miles Southeast of the Union of Soviet Socialist Republic's major Pacific submarine base, Petropavlosk. The ENTERPRISE Battle Group joined the SEVENTH Fleet on 30 September and proceeded with the MIDWAY Battle Group south, to the east of the Kuril Islands and entered the Sea of Japan via the Tsugaru Straits on 3 October. ENTERPRISE departed the Southern Sea of Japan via the Tsushima Straits on 9 October.

From the time ENTERPRISE neared her North Pacific operations area on 23 September until she departed the Sea of Japan, she was the subject of extensive Soviet air, surface, and subsurface surveillance. Of note was the unprecedented Soviet use of Backfire aircraft on 30 September and 2 October to reconnoiter the ENTERPRISE/MIDWAY Battle Groups.

ENTERPRISE conducted a port call in Subic Bay, Republic of the Philippines 14-18 October. Following the Subic port call, ENTERPRISE proceeded through the South China Sea en route to Singapore. During the 19-24 October transit of the South China Sea, ENTERPRISE embarked six Vietnamese refugees, or "boat people." The refugees were disembarked in Singapore. After the 25-29 October Singapore port call, ENTERPRISE transited north through the Straits of Malacca and entered the Indian Ocean on 30 October. ENTERPRISE proceeded to the North Arabian Sea where she operated until 19 November. From 20-23 November, ENTERPRISE transited en route a 24-28 November port call in Mombasa, Kenya. ENTERPRISE crossed the equator on 20 November and 3994 Polywogs were duly initiated into the solemn mysteries of the Ancient Order of Shellbacks at longitude 044-33 degrees east. After departing Mombasa, ENTERPRISE returned north to operate for the remainder of 1982 in the North Arabian Sea, taking part in exercises JADE TIGER 82 and BEACON FLASH. On New Years Eve ENTERPRISE was southbound en route Diego Garcia for participation in Weapons Week 83.

The Commanding Officer is CAPT. R. J. Kelly (Biography - Enclosure (1)).

Commander Carrier Group THREE, RADM J. J. Barth, embarked on board ENTERPRISE 12 March. He was relieved on 30 October by RADM E. R. Kohn.

Carrier Air Wing ELEVEN embarked on board ENTERPRISE beginning in January, CDR F. L. Tillotson commanding. He was relieved on 6 November by CDR R. P. Hickey.

USS ENTERPRISE COMMAND HISTORY 1982

The following sections, listed alphabetically by departments, provide a more detailed description of ENTERPRISE's activities during 1982. The sections are indexed as follows:

<u>SECTION</u>	<u>DEPARTMENT</u>	<u>PAGE</u>
I.	AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT	4-5
II.	AIR DEPARTMENT	6
III.	AIR WING (CVW-11)	7-8
IV.	COMMUNICATIONS DEPARTMENT	9-10
V.	DAMAGE CONTROL DEPARTMENT	11-13
VI.	DECK DEPARTMENT	14
VII.	DENTAL DEPARTMENT	15
VIII.	ENGINEERING DEPARTMENT	16-19
IX.	EXECUTIVE DEPARTMENT	20-22
X.	MEDICAL DEPARTMENT	23
XI.	NAVIGATION DEPARTMENT	24-25
XII.	OPERATIONS DEPARTMENT	26-31
XIII.	SAFETY DEPARTMENT	32
XIV.	SUPPLY DEPARTMENT	33
XV.	TRAINING DEPARTMENT	34
XVI.	WEAPONS DEPARTMENT	35-38

- Enclosure (1) Commanding Officer's Biography
- Enclosure (2) USS ENTERPRISE picture
- Enclosure (3) ENTERPRISENOTE 1301 (USS ENTERPRISE Officer Directory - Oct 82)
- Enclosure (4) The Shuttle Newspaper of 3 February 1982
- Enclosure (5) The Shuttle Newspaper of 12 February 1982
- Enclosure (6) USS ENTERPRISE deployment press release
- Enclosure (7) The Big E (Familygram) of Jan-Mar 82
- Enclosure (8) The Big E (Familygram) of Apr-Jun 82
- Enclosure (9) The Big E (Familygram) of Jul-Sep 82
- Enclosure (10) The Big E (Familygram) of Fall of 82

USS ENTERPRISE COMMAND HISTORY 1982

I. Aircraft Intermediate Maintenance Department (AIMD)

1. Facilities Activation/Modifications

<u>Date</u>	<u>Event</u>
February	SHIPALT 5209, A-6E, S-3A, A7E-Flir test bench, AN/AAM-60, installation in space 1-42-2Q
April	AER 19-81, AIMD Avionics Corrosion Facility Installation. Equipment installed included two equipment wash stations, two drying ovens and a COMCO micro blaster with required improvements to ventilation and air conditioning systems.
June	Mechanized Repairables Management System (MRMS) was activated using a Wang 2200 MVP computer with nine remote input devices and five printers. The system is utilized by AIMD and Supply departments to provide automated repair capability screening. Specific component repair status, critical pool and AWP component tracking/information, and historical production/supply processing information, and reports. The system integrated the Supply and AIMD production management functions on a maintenance information system.
July	AER 1-82. ETS, (tech rep) berthing modification/improvements and installation of lounge and working/study area. Modifications were made to berthing 03-157-0L and 03-167-0L, and lounge/work area 02-167-3Q.

2. Major Inspections:

<u>Date</u>	<u>Event</u>
May	Aviation Safety Center Grade - Outstanding Command Inspection Grade - Excellent Naval Aviation Logistic Center Det West Calibration Lab Readiness Inspection Grade - Outstanding
June	COMNAVAIRPAC Maintenance Management Advisory Team Visit Grade - Outstanding
July	Electronic Warfare Training Preparedness Inspection (EWTPI) Grade - Outstanding Operational Readiness Exam (ORE) Grade - Outstanding

USS ENTERPRISE COMMAND HISTORY 1982

3. Production Statistics

<u>Date</u>	<u>Item Processed</u>	<u>Effectiveness Percent</u>	<u>Processed RFI Percent</u>
JAN 82	282	49.9	88.5
FEB 82	294	48.8	95.2
MAR 82	248	29.9	68.2
APR 82	1230	66.2	80.8
MAY 82	2214	74.6	48.0
JUN 82	81	18.6	69.1
JUL 82	3971	80.6	73.2
AUG 82	188	14.0	21.3
SEP 82	4052	76.0	81.1
OCT 82	3721	79.1	72.8
NOV 82	4146	81.6	68.9
DEC 82	4884	79.4	73.8

II. Air Department

During 1982 Air Department completed 11,372 arrested landings without accident. All catapults and arresting gear have been available 100% of the time. Since the beginning of the cruise 10,298,420 gallons of JP-5 have been expended.

<u>Date</u>	<u>Event</u>
January	V-4 fueled helo's for the first time in 3 years.
February	Administrative and Material Inspection received a grade of Outstanding. Hangar Deck VLA certified. First fixed wing fleet aircraft spotted in hangardeck since overhaul.
March	V-4 fueled fixed wing aircraft for the first time in 3 years. All stations in up status completed flight deck certification following the installation of the low loss launch valve (rotary) system catapult certification completed.
April	A-7 Corsair made the ships 7th successful barricade arrestment.
May	CNAP 3-M Inspected V-4 work centers. Overall grade - Excellent.
July	V-4 overall ORE grade - Outstanding.
October	Completed 4519 crunchless moves (1000 mishap free moves since overhaul).

III. Air Wing (CVW-11)

<u>Date</u>	<u>Event</u>
January	Started transition from USS AMERICA to USS ENTERPRISE. Incorporated 5 new squadrons into the airwing - VA-22, VA-94, VS-37, HS-6, and VAW-117.
February	Began ISE with USS ENTERPRISE, carrier qualified VS-37 and VAW-117, refresher landings for VA-94/VA-22.
March-April	Conducted REFTRA aboard USS ENTERPRISE. Carrier qualified rest of airwing and conducted first cyclic operations onboard since leaving overhaul.
June	Airwing Eleven deployed to NAS Fallon for ten days of extensive weapons work. Conducted first major long range coordinated strikes to train the airwing to work as a cohesive unit.
July-August	Carrier Airwing Eleven deployed aboard USS ENTERPRISE for READIEX/MSR 82-4 and the Operational Readiness Evaluation prior to deployment. Participated in a scored Electronic Warfare Training Proficiency Inspection (EWTPI) receiving a grade of 100.
September-October	CVW-11 deploys aboard USS ENTERPRISE for an extended eight month cruise. TRANSITEX - eight days of operations in the Hawaiian OPAREA including a major ASW Exercise (BGAREM), HARPOONEX, MISSILEX and live and inert ordnance delivery. NORPAC/SOJ Operations - the operations in the Northern Pacific and Sea of Japan provided the airwing with excellent opportunities to train against Soviet surveillance aircraft, submarines, and surface combatants, conducted dual CV operations including dual airwing coordinated strikes. CRAE 83-1 - a four cycle dual CV ordnance exercise with USS MIDWAY (CV-41). All sorties were conducted as Mini ALFA Strikes. Missilex 83-2 - conducted off Poro PT RP, this successful exercise provided the airwing valuable air to air weapons work.

USS ENTERPRISE COMMAND HISTORY 1982

November-December

On 6 November, CDR F. L. Tillotson was relieved as CAG by CDR R. P. Hickey. Exercise JADE TIGER - six day exercise provided the airwing the opportunity to participate in a joint forces exercise. Close air support, combat air patrol surface surveillance, anti-patrol boat, and anti-submarine missions were flown in the amphibious operations area in support of an amphibious assault. Beacon Flash - a two day exercise allowing aircrews to hone their low level and navigations skills. Conducted real world surveillance of the Soviet Naval units operating in the Indian Ocean.

IV. Communications Department

Sea trials were completed in the Puget Sound, Washington area, numerous communications equipment deficiencies were identified and all major discrepancies were corrected by Puget Sound Naval Shipyard personnel and ship's force personnel before the following at-sea period.

A Communications Assist Team (CAT) from NAVCOMSTA San Diego, California visited ENTERPRISE for an assist in preparation for Refresher Training (REFTRA) and work-up operations in the Eastern Pacific. Up to date information relating to communications were discussed and given to shipboard communications personnel.

The Training Readiness Evaluation (TRE) was completed satisfactorily in preparation for REFTRA. No major discrepancies were noted in the communications area.

REFTRA was completed with the Communications Department receiving a grade of satisfactory. Of special note, the performance of CR Division received a "The best radio shack we have seen in over a year" complement from the refresher training observers at the Fleet Training Group, San Diego.

ENTERPRISE received an annual Signal Security (SIGSEC) brief from Naval Security Group Activity (NAVSECGRUACT) Skaggs Island personnel. During the same time frame, communications personnel coordinated taping a presentation at KENT TV of the brief on telephone security, which was broadcast to the entire crew. The film was also made available to the USS CORAL SEA for their use.

Two 35 foot trussed High Frequency (HF) receiver whip antennas were replaced on the port side forward after they were lost at sea during the transit from Bremerton, Washington to Alameda, California during the month of March 1982.

The Operational Readiness Evaluation (ORE) was completed during the month of July with the Communications Department receiving a grade of outstanding.

Numerous antenna deficiencies previously identified were corrected by ship's force personnel and Shipboard Electromagnetic Compatability Improvement Program (SEMCIP) Team before the current Western Pacific deployment. The result was a reduction in the Electromagnetic Interference (EMI) levels on board ENTERPRISE.

A predeployment combat systems review was completed. Numerous communications equipment deficiencies were noted and corrected on the spot or documented for accomplishment by ship's force personnel. Two areas of major concern were the numerous problems with Ultra High Frequency (UHF) transceivers and High Frequency transmitters.

USS ENTERPRISE COMMAND HISTORY 1982

Primary communications personnel attended a Communications Assistant Team (CAT) brief at NAVCAMSEASTPAC Honolulu, HI in preparation for the Western Pacific (WESTPAC) deployment. Communications unique to the Western Pacific were the main topic of the brief.

FFAX weather facimile broadcast testing by satellite was completed and proved to be successful.

Commander Naval Air Pacific (COMNAVAIRPAC) San Diego 3-M annual inspection was completed satisfactorily.

Participated in Small Pipe 1-83 while operating in the Indian Ocean. This exercise tested ENTERPRISE's HF Communications capability. As in previous Small Pipe exercises, the evolution was excellent training for circuit operators. Newly arrived junior personnel derived benefit from the HF operations.

V. Damage Control Department

During 1982 the Damage Control Department completed the final stages of the officer and enlisted manning structure necessary for departmental evaluation by higher authority. This included four new ensigns and for the first time on ENTERPRISE, a non-nuclear trained Damage Control (CDR) Department Head. The department's assets were concentrated on completion of a three year complex overhaul. Preparations for sea trial and transit to Alameda with a crew that had little or no at sea experience. The milestone for extended deployment received both short and long range preparations, with the major goal to deploy as scheduled.

The preparations for extended deployment included a series of inspections and assist visits: Flight Deck certification with NAVSEA and TYCOM Fire Fighting Assistance Teams; an inclining experiment conducted in Alameda, CA; the Training Readiness Evaluation (TRE) for Fleet REFTRA and REFTRA itself; the Operational Readiness Safeguard Exam (ORSE); Command Inspection; Nuclear Weapons Assistance Inspection (NWAI); various fleet exercises and the carrier qualifications in support of CVW-11 with the finale of the operational readiness evaluation. All inspections were completed successfully with high marks. Several new highs were noted in the material condition of readiness postures during REFTRA and ORE.

The work of the complex overhaul and the readiness for the sea period were carried out by SUPSHIP San Francisco, Puget Sound Naval Shipyard and ship's force personnel during both at sea periods and six upkeep periods consecutively conducted in Alameda, CA. This effort to use all available repair assets during in port periods continued after deployment began with availabilities in Pearl Harbor, Singapore, Subic Bay and Mombasa Kenya. Major rework of 100 plus watertight and ballistic doors; overhauls of 50 joiner doors and the entire drinking fountain system were carried out. Through the efforts of the Repair, Damage Control and Habitability Divisions the internal work request system reduced the out of commission lists throughout the ship.

During the deployment to the Western Pacific and Indian Ocean, the availability of ship's High Capacity Fog/Foam (HCFF) and Aqueous Fog Forming Foam Twin Agent Unit (AFFF/TAU) to the flight deck, hangar bays and propulsion systems was uninterrupted and outstanding PMS Required Action Rate (RAR) statistics were routinely achieved. No major fires occurred in 1982.

<u>Date</u>	<u>Event</u>
February	Flight deck certification fire fighting assistance team AFFF/HCFF certification visit support for CVW-11 carrier quals and repair party training for FLT REFTRA. Major (100) watertight door repair program.

USS ENTERPRISE COMMAND HISTORY 1982

Upkeep period number one in port Alameda with SUPSHIP San Francisco. Successful training readiness evaluation for REFTRA conducted-no restrictive or major Damage Control (DC) Department discrepancies.

MARCH/APRIL Upkeep period two in port Alameda: Water tight door work and preps for REFTRA continue; inclining experiment successfully conducted in port Alameda (8 hours). REFTRA conducted in San Diego OPAREA. DC considered excellent. Consistently satisfactory YOKE and ZEBRA material condition settings set. Three day assessment to evaluate Condition THREE with modified ZEBRA considered highly successful with mass casualty and multiple hit battle problems finale; supported CVW-11 airops/quals.

APRIL Upkeep period three conducted with SUPSHIP San Francisco, CSMP validation and 3-M assist conducted. Ship wide rehabilitation of water fountains completed by Habitability Division.

MAY Air Wing quality of life support improvement; fifty joiner doors updated; inport upkeep period four conducted; ORSE preps in full swing. CSMP validation continues. Survival Support Devices (SSD) to Emergency Escape Breathing Device (EEBD) conversion started. MK-V gas mask deficit closed; distribution completed.

June/July ENG/REA ORSE successfully supported with DC/QA efforts. Nuclear Weapons Assistance Inspection (Nwai) preps continue. Upkeep in port period five begins. Nwai successfully conducted with DC/ Flying Squad efforts highly praised by the Inspection Team. Preparations for READIEX, FLEETEX and ORE in full swing.

August Pre-Overseas Movement (POM): Upkeep six conducted with major fuel tank repairs. Major onload of CVW-11. Entered work items in WESTPAC work package option 1 program. DC competitive year exercises continue with successful results.

September No fires; Pearl Harbor upkeep availability; extended deployment commences.

USS ENTERPRISE COMMAND HISTORY 1982

October No fires; Ship's Repair Facility (SRF) Subic Bay
upkeep availability: Singapore upkeep availability
conducted. Successful 3-M Inspection conducted. DC
Department scores were the highest for the ship.

November No fires; upkeep in Mombasa, Kenya with USS SAMUEL
GOMPERS.

December No fires: Stage assembly for Dallas Cowboy
Cheerleaders visit; DC competitive exercises
conducted, included Z-52-D and Z-32-D. Quality
Assurance (QA) Division capabilities continue to
expand to magnaflux testing.

VI. Deck Department

During the present deployment, the Deck Department has conducted 33 UNREPS, receiving over 10 million gallons of JP-5, and has transferred 1725 lifts and 22 engines by CONREP. Over 428,000 gallons of Distillate Fuel Marine (DFM) were received with 373,000 gallons DFM delivered. All total, ENTERPRISE has spent 75.5 hours alongside.

<u>Date</u>	<u>Event</u>
March/April	Conducted twenty-five seamanship evolutions during Refresher Training-receiving an overall grade of 91. First ever towing of ENTERPRISE completed safely and efficiently-with a score of 95 awarded by ORE observers.
May	COMCARGRU THREE conducted Administrative and Material (ADMAT) inspection-Deck received excellent adjective score.
June/July	Deck rig team received a grade of outstanding from Nwai graders .
August	COMCARGRU THREE awarded Deck a 95 in their overall Operational Readiness Examination.
September	Rigged four stations for the first time. Used fueling-at-sea station nine for the first time. Conducted seven UNREPS.
October	Moored Subic Bay RP. Anchored Singapore. Conducted six UNREPS.
November	Anchored Mombasa, Kenya. Conducted eight UNREPS. Rigged five stations for the first time. Transferred over 400 lifts by CONREP. Refueled three escorts one after the other. Took a double ROBB at number nine station for the first time and conducted twelve UNREPS.
December	Received over 600 lifts by CONREP.

VII. Dental Department

The ENTERPRISE Dental Department in 1982 became fully operational following the extended overhaul period. All phases of dentistry to ship's company and embarked airwing and staff personnel, as well as emergency care to our battlegroup were provided. Subsequent to the expected increases in clinical demand during deployment, schedules developed were opened to maximize clinic utilization including extended evening sick call and oral prophylaxis availabilities. The prosthetic lab became fully operational and provided excellent support. Noteworthy contributions were made by all dental personnel in general quarters battle dressing station assignments and mass casualty drills.

Accomplishments:

All dental records converted to terminal digit.

Dental PMS program restructured resulting in greater efficiency and compliance by ship's personnel.

Planning for Central Oral Evacuation System installation completed and included in 1983 SRA period.

Continued material and equipment upgrades made to clinical and administrative spaces. (i.e LIFEPAK 5 Portable Cardiac Monitor and Defibrillator Unit, etc.)

VIII. Engineering Department

A-Division

<u>Date</u>	<u>Event</u>
January	Major equipment modernization program for the ship's machine shop was completed including the installation of two new lathes, one new band saw, a disintegrator, hardness tester and butt welder. Completed final shipyard certification of forward and after O2N2 plants and steering gears.
February	Sea trials certification of the catapult supervisory circuit, the fill and blowdown system, steering gears, aircraft elevators and winches all were completed. Stores conveyor problems were identified, including overloading, misalignment and obsolete equipment. Kornelak Co. contracted for design study.
March	Catapult supervisory circuit again heavily tested during flight deck certification. Aircraft elevators used in direct support of aircraft and flight operations for the first time with no operational problems. Began overhaul of stores conveyors by SUPSHIP San Francisco, ship's force and Lornelak Co. Developed new air conditioning lineups for efficiently running more than four air conditioning units. Completed major training effort to complete damage control qualification goals in preparation for REFTRA.
April	Work on all stores conveyors completed. Successful completion of REFTRA and impact of machine shop first felt with emergency work items for reactor plants and aircraft part manufacture.
May/June	Prepared for and successfully completed the Operational Reactor Safeguards Examination (ORSE). Emergency diesel workcenter received a grade of excellent in material condition. Experienced first problems with Elliott low pressure air compressor gear misalignment. Unit totally overhauled by high pressure and low pressure air compressor workcenter and returned to operation. Overhauled number 2 and 7 high pressure air compressors following valve failure with resultant piston and cylinder damage.

USS ENTERPRISE COMMAND HISTORY 1982

- July Successful completion of Operational Readiness Examination (ORE). First time maximum score was attained during man overboard for recovery due in part to emergency diesel workcenter work on motor whale boat controls and engine.
- August Major upgrade of equipment in preparation for deployment. All aircraft elevator systems topped off with cellulube. First pier side use of the boat and aircraft crane, onloading supplies and Captain's gig. All emergency diesels passed COMNAVAIRPAC's annual diesel inspection. COMNAVSEACENPAC and ship's force clarified technical manual problems for Elliott low pressure compressors and overhaul #4 compressor. Test results indicated #5 compressor may be in need of overhaul as well. 02N2 plant personnel participated in shipboard quality improvement program, open and inspected high pressure air compressors and pressure tested the 02N2 plants.
- September/November Western Pacific deployment resulted in increased use of boat and aircraft crane and anchor windlass equipment. Machine shop instrumental in virtually all facets of ship operation, manufacturing parts for radar units, F-14, A-6, A-7 aircraft, steam generators and various pumps and motors. Captain's elevator began to show effects of extended use, requiring new motor bearings and renewal of winch shaft oil rings. First use of utility boats for liberty craft. Boat Engineer qualification program completed. Utility boat #1 ran aground in Mombasa requiring major rudder, screw and strut repairs by ship's force. Successfully completed COMNAVAIRPAC 3-M inspection with a grade of excellent for the 02N2 plants.
- E-Division
- May The ship experienced major problems with shaft revolution indicators (K circuits). Repairs included the replacement of all drive gears and several printed circuit cards.
- June The after Mark 19 gyrocompass slave gyro failed and was replaced. Successfully passed the Operational Reactor Safeguards Examination and Nuclear Weapons Acceptance Inspection, (ORSE-NWAI).

USS ENTERPRISE COMMAND HISTORY 1982

July Following prolonged problems with #4 Special Frequency Motor Generator (SFMG), it was discovered that the slip rings were badly scored and pitted. Electrical Division overhauled #4 SFMG regulator and slip rings.

August The Versatile Avionics Shop Test (VAST) 400 cycle manual bus transfer was installed, increasing the reliability and flexibility of the 400 Cycle Distribution System. After significant problems with the 400 Cycle Aircraft Station, outside contractor assistance was utilized to inspect and repair all 400 Cycle Starting Stations on board.

September After extensive troubleshooting of the bridge microphone station, a failed relay in the 1 MC circuitry was discovered and replaced.

October/November The rewind shop provided extensive support to battle group units. Extensive support was provided to USS OMAHA (SSN-692) during the Singapore visit.

December Electrical Division overhauled #2 Special Frequency Turbine Generator sliprings and again refurbished the sliprings on #4 Special Turbine Generator. The stabilizer gyro on the forward Mark 19 Gyrocompass failed and was replaced. Additionally, the standby power supply for the forward gyro was overhauled.

M-Division

January Completed two years of steam plant and reactor plant testing and finished a highly successful sea trials period.

March The division commenced an abbreviated predeployment workup that included extensive preparation for the Operational Reactor Safeguards Examination (ORSE), Refresher Training (REFTRA), and the Operational Readiness Examination (ORE).

April 4-A main line shaft bearings failed at the beginning of the at sea period and were replaced by M-Division personnel underway.

USS ENTERPRISE COMMAND HISTORY 1982

- August Special Frequency Turbine Generator (SFTG) governor problems that had plagued the ship since completion of the overhaul were corrected after complete disassembly of the governor and modifications to the lube oil system on both SFTG's.
- September Experienced a major casualty to number 4 main engine reduction gears during the transit from Pearl Harbor to Subic Bay. A wiped bearing and sheared bearing cap stud were found inside the reduction gear casing. The shaft was uncoupled at sea by Machinery Division personnel in less than four hours. Puget Sound Naval Shipyard dispatched a Tiger Team to meet the ship in Subic Bay and repairs were completed in the five day in port period. Recovery of the main engine including recoupling of the shaft, an operational check, vibrational analysis and final reduction gear inspection was successfully completed during the six day transit to Singapore.
- December 4-A main feed pump experienced a catastrophic failure of its turbine journal bearing that required replacement of the turbine rotor at sea. These repairs were accomplished rapidly by ship's force with no outside assistance. Virtually all steam-out repairs have been completed at sea. Equipment reliability has remained extremely high during first half of the WESTPAC deployment.

During 1982, M-Division transferred over one million gallons of Distillate Fuel Marine (DFM) and distilled over 36 million gallons of water.

IX. Executive Department

A revised ENTERPRISE manpower authorization was issued for ENTERPRISE on 1 March 1982, with the following manpower requirements being established:

Officer - 163 Enlisted - 3012

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

Officer - 165 Enlisted - 2926

ENTERPRISE reopened its Brig on 14 September. While in the Indian Ocean the first Navy Alcohol Safety Action Program/Navy Drug Safety Action Program Classes, utilizing on board assets, graduated 29 and 23 personnel, respectively. Special Services had a busy year providing recreation events on board and tours/transportation in liberty ports of Pearl Harbor, Singapore and Mombasa. In Hawaii, the free bus shuttle service between the base and Waikiki was provided by Special Services at a cost of \$5,000, and according to the bus company's records ENTERPRISE personnel took approximately 10,500 rides on the bus. Tours in Singapore and Mombasa were subsidized to the tune of \$36,000 by Special Services. Annually Special Services disburses about \$500,000 towards the crews recreation for tours, such as those already mentioned, discounts for on base activities, such as the numerous free recreational services paid for by the fund in Subic Bay. Back home there were special discounts on ball games, concerts, Great America, and Marine World Africa USA.

The following VIPs visited ENTERPRISE in 1982:

18-19 January	VADM R. F. Schoultz, COMNAVAIRPAC
21 January	The Honorable James F. Goodrich, Under Secretary of The Navy
13 February	Dianne Feinstein, Mayor of San Francisco, in conjunction with ENTERPRISE homecoming Lionel Wilson, Mayor of Oakland C. J. Corica, Mayor of Alameda
13-14 July	RADM Howard Roop, Commander Reserve Region Nineteen
17 July	VADM W. Lawrence, COMTHIRDFLT
26-27 July	VADM R. F. Schoultz, COMNAVAIRPAC

USS ENTERPRISE COMMAND HISTORY 1982

11 August The Honorable William F. Smith, Attorney General of
the United States

26 August RADM C. A. Easterling, COMNAVAIRPAC

8-9 September ADM S. R. Foley, CINCPACFLT

5 October VADM M. S. Holcomb, COMSEVENTHFLT

9 October RADM R. F. Brown, III, COMCARGRU FIVE

12 October The Honorable Sir Denys Robeccton KBE, Chief Justice,
Hong Kong

 Mr. Alfred Preissil, Consul General of Austria

 Dr. Hans Dietrich, Consul General of the Federal
Republic of Germany

 Dr. Pedro M. R. A. Catarino, Consul General of
Portugal

 Lord Kadoorie, CBE, JP, China Light and Power Company

 General Sir John Archer, KCB, OBE, Former Commander
British Forces (HK) and Commander-in-Chief, UK Land
Forces

 Mr. Clemencio F. Montesa, Consul General of the
Philippines

25 October Asian Chiefs of Missions visited ENTERPRISE while on
a port visit to Singapore
Ambassador Sudjatmiko, Indonesia

 Ambassador Privado G. Jimenez, Republic of the
Philippines

 Mr. Yeap Adlan Bin Che Rose, Deputy High Commissioner
Malaysia

 Ambassador Harry E. T. Thanyer, U. S. Ambassador to
Singapore

 Mr. Morton S. Smith, Deputy Chief of Mission,
American Embassy

USS ENTERPRISE COMMAND HISTORY 1982

9 November RADM C. E. Gurney, III, COMIDEASTFOR

23 November Mombasa, Kenya VIPs:
 Provincial Commissioner
 Mayor of Mombasa
 Commander, Kenya Navy
 Provincial Police Officer

2-3 December LTGEN Robert Kingston, USA, COMRDJTF
 RADM Stanley Arthur, USN, COMRDNAVFOR
 Mr. Arthur Lowrie, RDJTF Political Advisor
 BGEN R. Stephenson, USA, RDJ4

19 December Ambassador Peter A. Southland, U. S. Ambassador to
 Bahrain
 Colonel Sam Hall, USAF, Defense Attache, Oman

21 December RADM Stevenson, CHC, USN, Deputy Chief of Chaplains

X. Medical Department

During 1982 the ENTERPRISE Medical Department transitioned to providing a broad range of operational medical support following three years of limited services in overhaul. Mass casualty training evolutions and a complete update of ship's stretchers, first aid boxes and battle dressing stations during Refresher Training and the Operational readiness Exam highlighted the preparations for a Western Pacific deployment. A major medical supply onload in August 1982 resulted in authorized medical allowances plus six months supply in all major categories of consumables.

Major events and developments:

Pilot Test Module Laboratory (MODULAB) installed in the Medical Department to evaluate availability of advanced shipboard laboratory facilities. Cognizant agency-Naval Ocean Systems Center, San Diego, Biomedical Engineering Branch.

The Medical Department was certified by Commander Naval Air Froce Pacific Force Medical Officer. For the first time a permanently assigned ship's company general surgeon and nurse anesthetist reported on board for duty, and a state of the art Ohio Modulus Anesthesia Unit was installed.

Statistical Data:

Laboratory procedures	22,040
Patient visits	21,301
Immunizations	15,730
X-Ray procedures	4,490
Electrocardiograms	329
Audiograms	1,844
Pharmacy units	25,706
Physicals	1,535

XI. Navigation

ENTERPRISE's 1982 Travelog:

		In port Days	At sea Days
01 JAN - 01 FEB (25 JAN - 01 FEB)	In port Bremerton Fast Cruise)	32	-----
02 - 08 FEB	Sea Trials	-----	7
09 - 10 FEB	In port Bremerton	2	-----
11 - 12 FEB	En route Alameda (Southwest Passsage)	-----	2
13 - 20 FEB	In port Alameda	8	-----
21 FEB - 03 MAR	SOCAL OPAREA	-----	11
04 - 14 MAR	In port Alameda	11	-----
15 - 19 MAR	SOCAL OPAREA (REFTRA)	-----	5
20 - 21 MAR	In port San Diego	2	-----
22 - 26 MAR	SOCAL OPAREA	-----	5
27 - 28 MAR	In port San Diego	2	-----
29 MAR - 08 APR	SOCAL OPAREA/en route Alameda	-----	11
09 - 26 APR	In port Alameda	18	-----
27 APR - 07 MAY	SOCAL OPAREA	-----	11
08 - 09 MAY	In port San Diego	2	-----
10 - 16 MAY	SOCAL OPAREA	-----	7
17 MAY	In port San Diego	1	-----
18 - 19 MAY	En route Alameda	-----	2
20 May - 08 JUN	In port Alameda	20	-----
09 - 16 JUN	SOCAL OPAREA (ORSE)	-----	8

USS ENTERPRISE COMMAND HISTORY 1982

17 JUN - 05 JUL	In port Alameda	19	-----
06 - 28 JUL	San Diego OPAREA (FLEETEX 1-82)	-----	23
29 JUL - 01 AUG	San Diego OPAREA (ORE)	-----	4
02 - 31 AUG	In port Alameda	30	-----
01 - 12 SEP	En route Pearl Harbor	-----	12
(07 - 12 SEP	SHAREM 48/AIREM XRAY)		
13 - 16 SEP	In port Honolulu	4	-----
17 SEP - 13 OCT	NORPAC OPS/en route Subic Bay	-----	27
(30 SEP	INCHOP SEVENTHFLT)		
14 - 18 OCT	In port Subic Bay	5	-----
19 - 24 OCT	En route Singapore	-----	5
25 - 29 OCT	In port Singapore	6	-----
30 OCT - 21 NOV	IO OPS/en route Mombasa	-----	24
(20 NOV	Entered Realm of Neptunus Rex)		
22 - 27 NOV	In port Mombasa	5	-----
28 NOV - 31 DEC	I.O. OPS/en route Perth	-----	34
(02 - 08 DEC	JADE TIGER 82)		
	YEAR END TOTAL	167	198
		45.75%	54.25%
1982	Days in Alameda	-----	95
			26%
1982	Days away from Alameda	270	-----
		74%	

XII Operations Department

Post-overhaul sea trials were conducted 28 February 1982. All electronics and combat systems were tested and evaluated with excellent results. A significant amount of electromagnetic interference was detected during the sea trials and subsequently scheduled for evaluation and correction through SEMCIP/WCAP team visits.

<u>Date</u>	<u>Event</u>
January	AN/SPS-48C Phase II Certification was completed on 8 January 1982. Installation of the HP-9845 mini-computer (on loan from NAVOCEANSYSCEN) to enable onboard IREPS computations was completed.
February	<p>Extensive testing and evaluation of the AN/SLQ-17(V)2 and AN/WLR-8(V)4 were completed as final post-overhaul acceptance. Commenced first operation of the AN/TPX-42A(V)8 Carrier Air Traffic Control Center-Direct Altitude Identification Readout (CATCC-DAIR) system. Installed in 1980 during the COH at PSNS Bremerton, the system was demonstrated operationally effective based upon a reliable capability to control aircraft utilizing IFF inputs for automatic tracking. A single change proposal was submitted recommending improvement of the video map functions. Between 22-27 February the Commander, Naval Electronic System Command assigned Naval Electronic System Engineering Activity the task of conducting Automatic Carrier Landing system (ACLS) certification. These tests were conducted successfully as follows:</p> <ul style="list-style-type: none"> (a) 22-23 February Category IIB Data Link Flight Tests (b) 22-27 February Category III Underway Flight Tests (c) 26 February AN/SPN-42 ACLS Mode II Certification (d) 27 February AN/SPN-42 ACLS Mode IA Certification

FCDSSA San Diego installed and modified a new Weapons Control Program for the NTDS System (CP/NP(2)) B08B Weapons Control Coordinator (WCC) 4.0.1)). Final certification of the Ship's Navigation and Aircraft

USS ENTERPRISE COMMAND HISTORY 1982

- Inertial Alignment System (SNAIAS) was granted on 13 February.
- March FCDSSA San Diego personnel installed and modified a new NTDS Op Program.
- April The CP-848 AN/SPN-42 computers were removed and replaced with overhauled units. The installation of the AN/SRN-19 Satellite Navigation Receiver was completed on 25 April.
- May Ship's force technicians replaced the AN/SPA-25B on the flag bridge with a new AN/SPA-25F in accordance with SHIPALT CVN-3965D. The replaced SPA-25 was relocated to CIC. The support systems division (OE-04) installed two omni-directional television receiving antennas on the mast during June. This new equipment significantly improved reception of commercial television stations. While participating in Weapons Training Exercise (WEPTRAEX), COMNAVAIRPAC Carrier Air Traffic Control Center (CATCC) observers were aboard to conduct a CATCC assist visit. This visit provided COMNAVAIRPAC its first opportunity to observe CATCC operations aboard ENTERPRISE in over three years. No major discrepancies were noted; CATCC training documentation was evaluated as outstanding. AN/WLR-8(V)4 training was conducted by GTE Sylvania. Multi-station anti-air, surface, and subsurface training was conducted in San Diego in preparation for FLEETEX 1-82.
- June TRACOR installed three new modularized AN/SPN-41 Instrument Landing System (ILS) transmitters, markedly improving the overall capability of the AN/SPN-41 reliability. The Naval Research Laboratory (NRL) conducted testing of the AN/SLQ-17(V)2 modes utilizing an EP-3 aircraft. Included was an antenna beam pattern test. An engineering field change to the CVASWM Digital Magnetic Tape Controller (DTMC) was installed. This field change added a second controller and power supply to the system to increase availability of Tape Transport Cassettes (TTC) to the antisubmarine squadrons embarked. A NAVELEX field change team visited ENTERPRISE and installed field changes to the communications suite. The NAVELEX

USS ENTERPRISE COMMAND HISTORY 1982

team also verified and inventoried all equipment technical manuals.

July

The COMPUSCAN "Comet II" Optical Character Recognition System was installed in main communications and included four days of on-the-job training for designated technicians. Shipboard technicians from the OE-04 division completed a total rewiring of the KENT-TV console and installed five television line amplifiers in the TV distribution system. FLEETEX 1-82 consisted of multiple warfare exercises including carrier versus carrier, and dual-carrier operations. COMCARGRU THREE evaluated many facets of the combat readiness of ENTERPRISE, including CATCC/air operations flexibility to conduct blue-water, case II/III operations. Numerous War-at-Sea (WASEX), Maritime Superiority Exercises (MASEX) and alpha-strike missions were conducted. F-14 aircraft Tactical Airborne Reconnaissance Pod System (TARPS) capabilities were exercised for the first time. ORE was conducted at the end of FLEETEX, for a period of four days. Overall scores were "excellent". On 15 July 1982, while participating in FLEETEX 1-82 in the SOCAL oparea, ENTERPRISE assumed the duties of search and rescue (SAR) coordinator when radar and radio contact was lost with NH-300, a VA-22 A7E aircraft. A major SAR effort was conducted with both ENTERPRISE aircraft and surface units in company participating. Aircraft and pilot were presumed lost at sea. The Meteorologists (OA division) commenced environmental support for all of the Battle Group Foxtrot units in a total ocean-atmosphere package, culminating in support of dual-battle group operations during FLEETEX 1-82.

August

The Predeployment Operational Preparedness Plan (POPP) included a review of material and electrical conditions, configuration and installation, logistics support, training and personnel record documentation. Installation of the RACAL-6793 radio receiver was completed and operation evaluation of the unit commenced. Despite its location directly beneath the port catapult track, its operation since installation has been flawless. The AN/SRC-47 Flight deck communication system was installed for evaluation and operational testing, thus replacing

USS ENTERPRISE COMMAND HISTORY 1982

the AN/SRC-22 system. Also, the Kennedy 9000 9-track tape converter and the TAB 702 data entry equipments were installed by TAB corporation. Ship's force personnel installed the FACIT Paper Tape Equipment and the RS 232C Data Entry Equipment Interface during September to augment the TAB systems. These systems significantly enhanced the data handling capacity of the S-7 system.

September

Installation of the closed-loop, chilled water cooling system for the AN/SLQ-17(V)2 system significantly improved system reliability. The Carrier Intelligence Center (CVIC) Fleet Imagery Support Terminal (FIST) system was installed with EDP technicians designated for partial maintenance. This equipment has proved to be 100% reliable with no failures.

A representative from Naval Broadcast Service Detachment San Diego conducted extensive system training for OE-04 division technicians. Sony DXC1800H color cameras were installed in KENT-TV and CVIC, significantly improving camera, and system reliability to the benefit of both embarked squadrons and ship's entertainment. Naval Sea Support Center Pacific provided refresher training on dehydrator maintenance for the MM's attached to OE-04 division during the ship's visit to Pearl Harbor. Environmental support for all Battle Group Foxtrot units was commenced in association with the WESTPAC deployment. Acquisition of facsimile charts via satellite as part of a COMTHIRDFLT/NAVCAMS EASTPAC feasibility test was conducted. On 23 September, during NORPAC operations, SIDEFLARE 74, a CH-46 helicopter from HC-11's SACRAMENTO detachment, ditched at sea due to fuel starvation. ENTERPRISE assumed SAR onscene command. Prompt action by the Air Traffic Control Center aboard ENTERPRISE to vector indigenous SH-3 assets from HS-6 to the scene of action resulted in the recovery of all personnel from frigid northern Pacific waters with no casualties. During cyclic operations on 23 September while operating in NORPAC, two F-14 aircraft from VF-213 diverted to Naval Station, Adak, Alaska, due to reduced ceiling visibility in the carrier operating area. The F-14s returned to ENTERPRISE the

USS ENTERPRISE COMMAND HISTORY 1982

following day. This is believed to be the first time F-14's landed or took off from Adak.

October COMNAVAIRPAC conducted their annual 3M inspection during 18-25 October 1982, awarding the Operations Department an overall grade of 92.6%. The installation of the SSQ-80 HF/VHF/UHF radio receiver was affected by FES Subic, to enhance Indian Ocean operations.

December Two ENTERPRISE personnel from the carrier's intelligence division augmented USS HARRY W. HILL to assist in reporting information regarding the Soviet carrier MINSK.

The following statistics from 1982 are recorded:

(a) ACLS Approaches:

Mode IA	Mode II	Mode III	SPN-41	ASR
89	2390	717	1780	181

(b) Arrested Landings: 11,372

(c) Significant Arrested Landings:

189,000	20 March	LCDR [REDACTED] of VAW-117 in an E-2C
190,000	28 April	LT [REDACTED] of VA-22 in an A-7E
191,000	10 May	LCDR [REDACTED] of VAW-117 in an E-2C
192,000	7 July	CDR [REDACTED] of VA-95 in an A-6E
193,000	21 July	LT [REDACTED] of VA-22 in an A-7E
194,000	3 September	CDR [REDACTED] of VA-95 in an A-6E
195,000	26 September	LT [REDACTED] of VF-213 in an F-14A
196,000	19 October	CDR [REDACTED] of VA-22 in an A-7E
197,000	12 November	LCDR [REDACTED] of VA-95 in an A-6E
198,000	4 December	LT [REDACTED] of VA-94 in an A-7E
199,000	19 December	CDR [REDACTED] CVW-11 CAG in an A-6E

USS ENTERPRISE COMMAND HISTORY 1982

d. CATCC Qualifications: After three years of air traffic inactivity the following CATCC PQS watchstation qualifications have been attained in 1982:

- Case I - 27 watchstation qualifications
- Case II - 24 watchstation qualifications
- Case III - 32 watchstation qualifications

e. Air Transfer Office Statistics:

Passengers	Mail	Cargo
2488	334,910 lbs	127,870 lbs

XIII. Safety Department

The beginning of 1982 signaled the end of a long overhaul period at Puget Sound Naval Shipyard. The ENTERPRISE Safety Department had to adjust rapidly from an industrial shipyard environment to that of a carrier flying aircraft at sea. The safety awareness of the crew has played a major role in the prevention of accidents and materials related damage during 1982.

From the Puget Sound Naval Shipyard to becoming the mainstay of Battle Group Foxtrot, the end of 1982 found ENTERPRISE safely completing operations under the most trying weather conditions of the Northern Pacific and extended blue water operations in the Indian Ocean. During this period ENTERPRISE flew in excess of 18,600 flight hours.

ENTERPRISE carefully and methodically developed and implemented a safety oriented work plan designed to ensure full combat readiness with an embarked air wing within seven months. As a result, no flight related mishaps in which the ship was considered a contributing factor were encountered in 1982. Reportable ground mishaps and aircraft crunches were also nil.

Several inputs, and contributions were submitted and received for ongoing safety programs. All Command Inspections, ORE, INSURV, 3-M, etc., received grade's ranging from excellent to outstanding.

No deaths were recorded due to automobile or motorcycle accidents. There were no major injuries which resulted in partial disability to the victims, although some minor injuries occurred as a result of motor vehicle accidents, recreational related mishaps and liberty incidents.

Two ship's company deaths were recorded during 1982. One death resulted from a man overboard on 7 November, and the second death was due to an accidental fall on 20 November.

Three air wing deaths occurred in 1982. A flight deck maintenance accident resulted in the death of a man from VS-37 on 5 November. Two A-7 incidents each resulted in the death of the pilots; one from VA-94 on 14 June and the other from VA-22 on 15 July.

XIV. Supply Department

In March 1982, the largest Aviation Consolidated Allowance List (AVCAL) ever developed, consisting of over 48,000 line items, was loaded aboard in support of the upcoming deployment.

In September, ENTERPRISE operated in the Northern Pacific and utilized for the first time a previously untested logistic channel. Materials were moved from Travis AFB, to McCord AFB and ultimately to Naval Station Adak. From this point material was moved to the ENTERPRISE via US-3A. The airhead at Adak proved successful and demonstrated that this facility could be expanded to support the requirements of a CV Battle Group.

In November, USS ENTERPRISE was selected as runner up in the annual COMNAVAIRPAC Food Service Excellence Award and advanced into the second round of the NEY Food Service Award competition.

XV. Training Department

During 1982 the Shipboard Indoctrination Course welcomed on board 1140 new ENTERPRISE crewmembers. The Training Department requested and administered over 2409 quotas for Class "A" and "C" School, Shipboard and Aircraft Firefighting and OJT or job related training during 1982. The Petty Officer Academy was started in December and graduated 776 new Third Class Petty Officers during 1982.

In May, the Training Department conducted the first on board Program for Afloat College Education (PACE) since completion of ENTERPRISE's major overhaul. Six hundred and seventy-five crewmembers have participated in the PACE Program and accumulated over 1900 semester hours of credit. Also in May, Carrier Group THREE conducted a Command Inspection. Training Department received an overall grade of outstanding.

In September the Training Department, for the first time in over three years, maintained Temporary Additional Duty Outside U.S. (TEMADD OUTUS) Funds for Emergency Leave.

Training Department started utilizing the Defense Activity for Non-traditional Educational Support (DANTES) Examinations and has administered over two hundred exams in CLEP, SAT, ACT, and GED.

XVI. Weapons Department

<u>Date</u>	<u>Event</u>
January	The Marine Detachment doubled in size from 35 enlisted and 2 officers to 71 enlisted and 2 officers. Weapons Department provided a detachment to NAS, El Centro, CA. in support of CVW-11 training.
February	NATO Seasparrow Surface Missile System (NSSMS): structural test firing was conducted in coordination with Naval Surface Weapons Center, Dahlgren, VA. Three blast vehicles were successfully fired from launcher one and one telemetry missile was fired from launcher two. Spaces were monitored for structural damage and gas ingestion through ship's ventilation systems. No discrepancies were observed. The Close-in Weapon System MT22 was certified after successful firing against TDU-22B towed targets, using MK149 DU rounds.
February/March	Ship's qualification trials were conducted with the assistance of the Naval Ship Weapon System Engineering Station, (NSWSES) Port Hueneme, CA. Combat systems and training was provided by the NSWSES team.
March	NATO Seasparrow Fire Control Radars 1A, 1B, 2B, and launchers 1 and 2 were certified after successful firings of RIM-7H TM from San Nicholas Islands (Pacific Missile Test Range), (3 were direct hits and 1 was a missile failure). Marine detachment developed and implemented training plans, guard qualifications standards, contingency reaction plans, security alert exercises, NOREX and accident/incident reaction forces. B-61 shielded cradle safety study and research was conducted aboard by engineers from Naval Weapons Evaluation Facility.
March/April	Refresher Training was conducted by Fleet Training Center, San Diego, CA. They also reviewed and evaluated ENTERPRISE'S weapons doctrine as the best seen within the past three years.

USS ENTERPRISE COMMAND HISTORY 1982

- April Close-in Weapon System MT24 successfully engaged a towed target expending 300 DU rounds. One RIM-7H telemetry missile was fired by each launcher against MQM-74C drones resulting in qualification of NSSMS radar 1B (The missile passing the target at a 3 ft miss distance). The second launch was evaluated as a missile failure. Weapons department achieved an overall final grade of 85% in REFTRA. Numerous ORDALTS and the RETROFITS were installed in the NATO Seasparrow Fire Control and Launching Systems to enhance transmitter and launcher reliability and ruggedness.
- May Mine Warfare Command Readiness Inspection and WEPTRAEX were successfully completed. Fox division attended CIWS fleet support technical meeting held at Fleet Training Center, San Diego, CA. G-2, weapons elevator personnel attended a three day elevator workshop at Treasure Island, CA. Nuclear weapons refresher training for CV (1C-644-9013) was conducted on board by a field assist team from Nuclear Weapons Training Group Pacific.
- May/June Bridge Crane/Bi-rail hoist safety study was conducted by techreps from Naval Ship's System Engineering Station.
- June Marine detachment installed and implemented tailored special security measures. ENTERPRISE became the first ship in the Navy to utilize a combination of closed circuit television cameras and monitors with two-way radio communications to enhance security. Marine detachment participated in annual rifle and pistol qualifications at Mare Island, CA; 100% qualified. Weapons department provided a detachment to NAS Fallon, Nevada. in support of CVW-11 training. The weapons department successfully completed Admin Material Inspection conducted by COMNAVAIRPAC and Commander, Carrier Group THREE. Nuclear Weapons Acceptance Inspection (NWAI) was conducted and the ship was certified for nuclear weapons capability.
- July Marine detachment was evaluated as proficient in all respects by COMNAVAIRPAC. Marine detachment's performance was evaluated during Nuclear Weapons

USS ENTERPRISE COMMAND HISTORY 1982

acceptance inspection as the best seen in 6 years. Quality Serviceability Test (QAST) was evaluated as satisfactory by COMNAVAIRPAC, San Diego, CA. Operational Readiness Exercise (ORE) was successfully completed with G-3 delivering 1200 MK83 bombs to CVW-11.

August

Shipboard explosive safety inspection was conducted by NAVSEACENPAC San Diego, CA. with satisfactory results. ENTERPRISE became a ready carrier fully prepared for upcoming deployment. Marine detachment observed change of command with CAPT J.E. Snell relieving CAPT S.V. Shook as Commanding Officer, Marine Detachment.

CIWS MT23: Alternate and normal 440V power shorted together causing severe equipment damage and resulting in burned power input cables. Investigation of cause showed requirement for modification of all three mounts 440V power distribution panels. Weapons Department developed and implemented new elevator operator Personnel Qualification Standards (PQS) program and reviewed technical manuals for all 5000 and 9000 pound elevators and incorporated major changes. Pre-deployment Combat Systems Review (PCSR) was conducted with an assist team from Naval Sea Center Pacific San Diego, CA., Naval Ship Weapon Systems Engineering Station, Port Hueneme, CA; and MOTU five. Results were excellent.

September

Numerous ordalts were installed in the Close-In Weapon System by a team from general dynamics. MT23 became qualified after successfully engaging a towed target in Hawaii Pacific Missile Range. Since leaving CONUS on 1 SEP 82, Marine Detachment provided honor guards, color guards and rifle details on eight separate occasions adding the "professional touch" to change of command and other ceremonies/services for both the ship and embarked air wing and also the accompanying ships of the Battle Group FOXTROT. Marine detachment implemented and managed the ship's visitor control and physical security bill while in foreign ports. Marine detachment also added a Military Occupational Speciality (MOS) training syllabus; a well rounded, all encompassing training program to prepare Marines for later assignment to the Fleet Marine Force (FMF).

USS ENTERPRISE COMMAND HISTORY 1982

Conducted HARPOON exercise, with air wing aircraft. Expended one AIM84A HARPOON. This is the first HARPOON expended by CVN-65 and CVW-11.

October

NORPAC 82 exercise was completed along with dual battle group operations. A Carrier Readiness Ammunition Exercise was completed. GMMC [REDACTED] and FTG2 [REDACTED] of FOX division were designated Enlisted Surface Warfare Specialists and awarded ESWS insignia. Department successfully passed the annual 3-M Inspection that was conducted by COMNAVAIRPAC San Diego, CA. Expended ORE package MK82 bombs 487 each, MK84 bombs 4 each, MK45 Para Flare 16 each. Conducted missile firing exercise, expended one AIM9G SIDEWINDER, four AIM9H SIDEWINDER three AIM9L SIDEWINDER.

December

Developed a comprehensive tailored PMS work package specifically designed for the ENTERPRISE weapons elevators.