DEPARTMENT OF THE NAVY

USS ENTERPRISE CVN-65
FLEET POST OFFICE
NEW YORK, NEW YORK 09543-2810

Rec'd 01/10/91

IN REPLY REFER TO:

5750
Ser 017/ 1740

21 DEC 1990

From: Commanding Officer, USS ENTERPRISE (CVN 65)
To: Director of Naval History (OP-09BH), Washington Navy Yard, Washington D.C. 20374-0571

Subj: 1989 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) USS ENTERPRISE 1989 Command History
(2) Sample 1989 USS ENTERPRISE Air Plans and Green Sheets
(3) Selected ENTERPRISE "Shuttle" Newspaper Articles
(4) Selected ENTERPRISE Notices
(5) Selected USS ENTERPRISE Photographs of Key Events, Operations, and Visitors
(6) ENTERPRISE Welcome Aboard Folders
(7) 1989 September, October and December issues of USS ENTERPRISE "Big E" Magazine

1. Per reference (a), enclosures (1) through (7) are forwarded.

H. T. RITTENOUR

Copy to:
COMNAVAIRPAC (w/o enclosures)

# *Table of Contents*


**I. Command Composition and Organization**

A. ENTERPRISE Composition and Organization . . . . . 1
B. Biography of Commanding Officer, Captain H. T. Rittenour . . . 2
C. Biography of Executive Officer, Captain R. J. Naughton . . . . 3
D. Biography of COMCRUDESGRU THREE, Rear Admiral J. C. Strasser . . 4

**II. Chronology** . . . . . 5

**III. Narrative**

A. Command Historian's Overview . . . . . 12
B. Air Intermediate Maintenance Department . . . . . 13
C. Air Department . . . . . 14
D. Chaplain Department . . . . . 16
E. Communications Department . . . . . 17
F. Deck Department . . . . . 18
G. Dental Department . . . . . 23
H. Engineering Department . . . . . 24
I. Legal Department . . . . . 27
J. Medical Department . . . . . 28
K. Operations Department . . . . . 30
L. Reactor Department . . . . . 34
M. Safety Department . . . . . 35
N. Supply Department . . . . . 37
O. Training Department . . . . . 39
P. Weapons Department. . . . . 40

Command Composition and Organization

# UNITED STATES SHIP ENTERPRISE (CVN-65)

1 January - 31 December 1989

## Mission:

To project sea power in international waters anywhere in the world as a deterrent to aggressors against the United States and its allies. If necessary, to conduct prompt and sustained ground attack, anti-air, surface and sub-surface warfare.

## Key Personnel:

Captain Harry T. Rittenour, Commanding Officer, USS ENTERPRISE (CVN-65)
- Commanded the ship throughout the calendar year

Captain Richard J. Naughton, Executive Officer, USS ENTERPRISE (CVN-65)
- Executive Officer for the ship throughout the calendar year

Rear Admiral Joseph C. Strasser, Commander Cruiser Destroyer Group THREE
- Commander of Battle Group FOXTROT during World Cruise 89-90

Captain Thomas J. Ford, Commander Airwing ELEVEN
- Commander of ENTERPRISE Airwing during World Cruise 89-90

Captain Linton Wells, II, Commander Destroyer Squadron TWENTY ONE
- Commander of escort and support ships for Battle Group FOXTROT

*Embarked Squadrons*

## *CARRIER AIRWING ELEVEN*

| Squadron | Home Base | Nickname | Aircraft |
|---|---|---|---|
| VF-114 | NAS Miramar, CA | Aardvarks | F-14 Tomcat |
| VF-213 | NAS Miramar, CA | Black Lions | F-14 Tomcat |
| VA-22 | NAS Lemoore, CA | Fighting Redcocks | A-7E Corsair |
| HS-6 | NAS North Island, CA | Indians | SH-3 Sea King |
| VAW-117 | NAS Miramar, CA | Night Hawks | E-2C Hawkeye |
| VA-94 | NAS Lemoore, CA | Shrikes | A-7E Corsair |
| VA-95 | NAS Whidbey Island, WA | Green Lizards | A-6E Intruder |
| VAQ-135 | NAS Whidbey Island, WA | Black Ravens | EA-6B Prowler |
| VS-21 | NAS North Island, CA | Fighting Redtails | S-3A Viking |

# USS ENTERPRISE (CVN-65)
## 1989 CHRONOLOGY

**1 January - 12 April**
Inport Naval Air Station (NAS) Alameda, California. Moored to pier three south. Selected Restricted Availability (SRA) period.

**13 - 17 February**
Navy Technical Proficiency Inspection (NTPI)

**6-10 March**
Conducted Post-Overhaul Reactor Safeguards Examination (PORSE).

**13 March**
Conducted pre-Training and Readiness Evaluation (TRE) with USS CARL VINSON (CVN-70).

**1 - 12 April**
Upkeep at NAS Alameda.

**11 April**
Completed Training and Readiness Evaluation.

**13 April**
Underway from NAS Alameda. Exited San Francisco Bay for post-SRA sea trials. Plastic waste control program initiated; no non-food contaminated plastic waste is dumped into the water by ENTERPRISE.

**14 April**
Enroute to Southern California Operating Areas (SOCAL OPAREA) for Carrier Qualifiactions and underway training.

**15 - 27 April**
Underway in the SOCAL OPAREA for Sea Trials and Initial Carrier Qualifications for CVW-11. Conducted practice anchorages, flight operations, and underway replensihments.

**19 - 20 April**
Weapons onload.

**22 April**
Visit by Marshall of the Royal Sir Force, Sir David Craig, Chief of the Defence Staff and various staff members.

**27 April**
ENTERPRISE awarded BattleEfficiency "E" by Vice Admiral Fetterman, COMNAVAIRPAC.

**28 April**
Entered San Diego Bay, moored at NAS North Island.

**28 - 30 April**
Inport NAS North Island, San Diego, California.

**1 May**
Departed San Diego for SOCAL OPAREA. Vice Admiral Fetterman and America's Cup winner, Dennis Connor, onboard for presentation of special "Teamwork" poster.

**1 - 13 May**
Conducted Carrier Qualifications, cyclic flight operations and Refresher Training (REFTRA) in SOCAL OPAREA. Practiced anchorages in Coronado Roads, multiple underway replenishments, man overboard exercises, and tactical maneuvering with USS MISSOURI (BB-63) and units of Battle Group FOXTROT.

**2 May**
ENTERPRISE named "Federal Agency of the Year" by San Francisco Federal Executive Board.

**13 May**
Returned to San Francisco Bay and NAS Alameda.

**13 May - 4 June**
Inport NAS Alameda, pier three, for upkeep.

**20 May**
Conducted "Relocation Fair" in Hangar Bay.

**22 - 25 May**
Administrative and Material Inspection conducted by COMCARGRU THREE.

**5 June**
Underway from Alameda, enroute SOCAL OPAREA.

**6 - 30 June**
Conducted Carrier Qualifications, cyclic flight operations and READIEX 02-89. Participated in tactical exercises with Battle Group FOXTROT and CORTDIV TWO Japanese Naval units, and conducted practice anchorages, costal piloting and underway replenishments.

**8 - 9 June**
Paramount Studios onboard to film scenes for movie *"The Hunt For Red October."*

**18 June**
COMCRUDESGRU THREE and COMDESRON TWENTY ONE embark for COMPTUEX 89-4.

**19-26 June**
Participated in COMPTUEX 89-4.

**20 - 21 June**
Five Flag Officers embark as part of the Joint Logistics Commanders meeting.

**27 - 29 June**
Conducted Advanced Training Assessment (ATA).

**30 June**
Chief of Naval Operations issuses homeport change information assigning Norfolk, Virginia, as ENTERPRISE's homeport effective 15 April 1990. Returned to San Francisco Bay and NAS Alameda.

**30 June - 25 July**
Inport NAS Alameda, pier three, for upkeep.

**10 - 14 July**
Maintenance Material Management (3-M) Inspection conducted by COMNAVAIRPAC.

**14 July**
Fifty International Flag Officers from Naval Post Graduate School visit for inport tour.

**25 July**
Underway from Alameda, exited San Francisco Bay enroute SOCAL OPAREA.

**26 July - 16 August**
Underway SOCAL OPAREA, as flagship for CTG 30.6. Conducted Carrier Qualifications and cyclic flight operations. Participated in multi-national battle force operations in READIEX 89-4A. Completed successful Middle East Force Exercise (MEFEX). Conducted practice anchorages at Coronado Roads and Sna Clemente, costal piloting, underway replenishments, and tactical maneuvering with units of Battle Group FOXTROT.

**5 - 6 August**
Hosted Senator Slade Gorton, (R) Washington.

**8 - 12 August**
Supply Management Inspection is conducted by COMNAVAIRPAC.

**16 August**
Returned to San Francisco Bay and NAS Alameda.

**16 August - 16 September**
Inport NAS Alameda, pier three, for upkeep and Preparations for Overseas Movement (POM) period.

**17 September**
Departed NAS Alameda and San Francisco Bay on World Cruise 89-90. COMCRUDESGRU THREE and COMDESRON TWENTY ONE embarked.

**17 - 18 September**

Conducted CVW-11 Refresher Qualification in Northern California (NORCAL) OPAREA. Transited to Cape Flattery OPAREA for PACEX 89 rendezvous with THIRDFLT forces.

**19 September**

Rendezvous completed with Battle Group FOXTROT units and USS CARL VINSON and USS CONSTELLATON Battle Groups for PACEX 89.

**20 - 30 September**

Transited Northern Pacific, steaming northwest. Passed just south of the Aleutian Island Chain. Tasked as part of a three carrier Battle Force operating in Thrid Fleet area of responsibility.

**1 - 31 October**

Underway in Western Pacific and Sea of Japan. Participated in two carrier (ENTERPRISE and CARL VINSON), two battleship (NEW JERSEY and MISSOURI) Battle Force; during COMSEVENTHFLT exercises ANNUALEX Ø1G and VALIANT BLITZ 89.

**1 - 7 October**

Operated off Hokkaido in Near Land Operating Area operations with tactical formations of USN and JMSDF units.

**1 October**

Change of operational control to Seventh Fleet area of responsibility.

**8 - 14 October**

Operated with Battle Forces in waters off Okinawa during ANNUALEX Ø1G, which involved coordinated operations with the Japanese Maritime Self Defense Force and Air Defense Force.

**11 October**

Admiral Huntington Hardisty, CINCPAC, visits.

**14 October**

Participated in 48-ship formation comprised of ENTERPRISE, CARL VINSON, MISSOURI, NEW JERSEY, and various units of the United States Navy and Japanese Maritime Self-Defense Force; the largest allied naval battle force assembled in the Northern Pacific since World War II. Hosted over 300 Japanese and South Korean dignitaries and military personnel. Conducted Fire Power Demonstration while off the coast of Okinawa, for members of the U.S. media based in Tokyo.

**15 - 17 October**

Transit via Tsushima Straits and enter Sea of Japan for VALIANT BLITZ phase of PACEX 89.

**18 - 28 October**

Participated in Battle Force operations with USS CARL VINSON in support of VALIANT BLITZ 89 off the east coast of South Korea. Exercise consisted of coordinated operations with the United States Air Force, Republic of Korea Navy, and Republic of Korea Air Force in support of an amphibious landing on the South Korean coast.

**28 - 31 October**
Transit to Hong Kong via Luzon Straits.

**31 October**
Dropped anchor in Hong Kong. Vice Admiral Fetterman visits while on tour of Western Pacific facilities.

**31 October - 5 November**
Inport Hong Kong (at Outer Anchorage Two beyond Green Island) for first port visit in 45 days.

**6 November**
Exit Hong Kong Harbor in transit to the Philippine OPAREA. Conducted ship-wide safety standown.

**7 - 10 November**
Underway in South China Sea in transit to Subic Bay. Conducted Carrier Qualifications and cyclic flight operations in support of COPE THUNDER, a joint United States Navy and Air Force power projection exercise conducted in the Philippine OPAREA west of Luzon.

**11 November**
Entered Subic Bay. Moored alongside Leyte Pier at NAS Cubi Pt.

**11 - 21 November**
Inport Naval Station Subic Bay, Republic of the Philippines, for upkeep period.

**17 - 18 November**
Participated in Navy-wide safety standdown.

**21 November**
Departed Subic Bay to evade Typhoon "Hunt."

**21 - 22 November**
Conducted flight operations southwest of Subic Bay.

**23 November**
Entered Subic Bay. Moored alongside Leyte Pier at NAS Cubi Pt.

**23 - 28 November**
Inport Naval Station Subic Bay, to continue upkeep period.

**28 November**
Departed Subic Bay.

**28 - 30 November**
Underway in Subic Bay OPAREA. Conducted carrier refresher qualifications for CVW-11. J oined USS MIDWAY for dual carrier operations.

**30 November**

Transited Verde Island South Pass to enter Tayabas Bay for Near Land Operations.

**1 December**

Departed Tayabas Bay via Verde Island North Pass and Calavite Passage. Returned to Subic Bay. Conducted contingency sortie one hour after entering port to rejoin MIDWAY for "Operation Classic Resolve."

**1 - 7 December**

On station, "Banca Station," off west coast of Luzon in support of Philippine Government against an attempted military coup d'état.

**6 December**

Chief of Naval Operations announces that ENTERPRISE is the winner of the 1989 Marjorie Sterrett Battleship Fund award.

**8 December**

Entered Subic Bay, moored alongside Leyte Pier in Cubi Pt.

**8 - 9 December**

Inport Naval Station Subic Bay, for completion of upkeep and final preparations for Indian Ocean/North Arabian Sea station operations.

**10 December**

Departed Subic Bay enroute to Pattaya Beach, Thailand.

**10 - 13 December**

Transited South China Sea and Gulf of Thailand en route to Pattaya Beach, Conducted CVW-11 carrier refresher qualifications.

**14 - 18 December**

At anchor 1,650 yards southeast of Ko Chun Island for port visit in Pattaya Beach, Thailand.

**19 December**

Departed Pattaya Beach, Thailand.

**19 - 21 December**

Underway in Gulf of Thailand en route Singapore. Conducted flight operations during transit.

**22 December**

Entered Singapore Roads. Anchored at Man-of-War anchorage.

**22 - 27 December**

Singapore port visit.

**23 December**

Department of Defense Show, "*Lisa Daggs and Touch of Class*" perform for crew and 300 Singapore guests.

**27 December**

Ship-wide safety standdown.

**28 December**

Departed Singapore, transited northwest through the Malacca Straits en route to the Indian Ocean.

**29 December**

Battle Group FOXTROT units conducted PASSEX consisting of coordinated operations with units of the Malaysian Navy. CVW-11 conducted low level flight operations into Malaysia.

**29 - 31 December**

Transited through Nicobar Straits, into Bay of Bengal, en route the Indian Ocean and the vicinity of Diego Garcia for Weapons Week. Conducted flight operations during transit.

# Command Historian's Overview

ENTERPRISE began 1989 in the middle of one major evolution, and finished in the middle of another. From 1 January to mid-April, the ship was in her homeport of Alameda, California, completing a Selected Restricted Availability (SRA) period.

After a summer of workups and carrier qualifications for the ship's Airwing, "TEAM ENTERPRISE" (consisting of the ship and CVW-11) departed for a six month deployment in September. Unlike most major deployments, however, ENTERPRISE was not scheduled to return. World Cruise 89-90 was to take ENTERPRISE to Norfolk, Virginia, where she would eventually enter the Newport News Shipyard for a refueling and major overhaul. This, of course, necessitated a change of homeport for the families of crewmembers.

ENTERPRISE made Naval history while serving as flagship for Battle Group FOXTROT during the largest fleet operation since World War II, and entertainment history when it starred as the flagship for a fictional Battle Group in the movie "*The Hunt for Red October*."

Calendar year 1989 was a year of records and recognition for the "Big E." Reactor Department noted an "unprecedented record of reliability" while operating all eight plants. Air Department recorded nearly 5,000 catapult shots in December, despite spending half of the month inport. The ship won the Battle Efficiency "E" and the 1989 Marjorie Sterrett Battleship Fund Award, and the San Francisco Federal Executive Board recognized ENTERPRISE as the "Federal Agency of the year."

Of all the records and all the statistics which go along with a major deployment, perhaps the most impressive from World Cruise 89-90 was that *every one* of the approximately 5,500 sailors who deployed came back alive. In a year of rigorous maintenance and workups, flight operations and underway replenishments, typhoons and coup attempts (and for that matter foreign liberty ports themselves), this was a feat to be proud of.

# AIR INTERMEDIATE MAINTENANCE DEPARTMENT

Comprised of eight officers and over 400 enlisted personnel, AIMD provided essential aircraft component repair and maintenance services for the embarked Carrier Airwing. With full repair capability for over 2,000 individual aeronautical components, AIMD provided the critical onboard logistics support necessary to keep the sophisticated aircraft of ENTERPRISE's Airwing in a high state of readiness during operations at sea. AIMD support capabilities spanned all areas of aircraft maintenance including repair of avionics components, structural surfaces, engines, hydraulic components, and aviation survival equipment. Specialized support equipment and highly trained maintenance technicians were employed throughout AIMD to provide full support of the eight aircraft types embarked on ENTERPRISE. In addition, AIMD contributed a variety of unique services to sustain flight operations. These included maintenance of ENTERPRISE Ground Support Equipment (GSE) and test equipment, calibration services, technical assistance to Battle Group FOXTROT and squadron maintenance personnel, and non-destructive inspection services.

AIMD's goal in 1989 was to consistently and expeditiously provide intermediate maintenance service of the highest quality to meet the operational support requirements of Carrier Airwing ELEVEN.

On 17 September, AIMD was fully prepared for World Cruise 89-90. Having coordinated the combined efforts of onboard technicians, Naval Aviation Depot, and Naval Air Engineering Service Unit personnel, AIMD completed a comprehensive rework, verification, and calibration effort of more than 1,000 avionics automatic test and general maintenance support equipments, that enabled unparalleled support to Air Wing ELEVEN throughout the workup cycle.

Material readiness improvements throughout ENTERPRISE's AIMD were again unsurpassed. A unique departmental training program additionally enabled the department to deploy without Contractor Engineering Technical Services (CETS), and also with no squadron "0" level CETS, making ENTERPRISE the first COMNAVAIRPAC carrier to accomplish this major Chief of Naval Operations objective. Equally impressive was AIMD's extraordinary capability to sustain their major test equipments in a fully operational status as reflected in the lower number of requests for technical assistance (one), and inoperative benches (two).

More significantly, the support provided to Carrier Air Wing ELEVEN and Battle Group FOXTROT Ships/Helo Detachments was unparalleled. During the 1989 workup cycle and deployment, AIMD successfully processed more than 30,000 maintenance actions, with a repair rate of 76 percent, and reduced average component turnaround time to five days. In addition, AIMD processed more than 12,000 rotable pool assets while achieving a commendable 98 percent pool effectiveness rate. GSE was also maintained at 98 percent readiness for over 400 items. A total of 27 jet engines were built-up for issue to the airwing. An additional noteworthy accomplishment was the achievement of zero backlog in the VAST workcenter during deployment, a first for ENTERPRISE.

The department completed Selected Restricted Availability (SRA), with the following Ship Alterations completed:

| | | |
|---|---|---|
| **SHIPALT 7080** | AN/7USM484 HYBRID TEST SET | (EA6B VANS) |
| **SHIPALT 7088** | EA6B VAN ICAP II ECP 390 | (EA6B VANS) |
| **SHIPALT 7349** | AN/ARM | (AN/ARC 182) |
| **SHIPALT 7078** | HALON 1211 STOWAGE | |

In addition, a major ship's force effort was completed for the rework/verification of test equipment, refurbishment of AIMD facilities, and repair of support equipment. This included a major Commercial Test Equipment (CTE upgrade for the F-14 AN/AWM-23 radar benches and a significant support conversion to the new and more reliable A/A42R-1 Sergeant Fletcher Aerial Refueling Store, which AIMD maintained at 94 percent FMC readiness. IM4 Division completed depot level repair of 268 GSE items and reduced off-ship depot rework by 85 percent at a savings of $500,000. These industrious efforts enabled AIMD to demonstrate their total commitment to Battle Group FOXTROT in preparation for, and during, World Cruise 89-90.

# AIR DEPARTMENT

## January

COMNAVAIRPAC (CNAP) conducted pre-flight deck certification 9-12 January. Forty flight deck personnel cross-decked to USS CARL VINSON (CVN-70) from 25 January to 2 February for refresher training to fine tune skills after extended Selected Restricted Availability (SRA). Continued SRA overhaul. Installed halon fire fighting system in JP-5 pumprooms. Replaced #3 pumproom sump tank. Catapult (CAT) 2: cylinders removed for peening by ship's force and Voyage Repair Team (VRT) Alameda. CAT 3: VRT replaced retraction engine main engine cylinder piston rod. Cylinders removed for peening by ship's force and VRT Alameda. Arresting Gear: VRT restacked P-3 engine. Repair Air expansion flask saddles on P-2 and P-3 engines.

## February

Continued SRA. CAT 2: VRT replaced jet blast deflector (JBD) center panel with a modified panel. CAT 3: replaced riser pipes on panels 4, 5 and 6 for mk 7 mod 0 JBD. Arresting Gear: VRT replaced counter balance sheave for the barricade stanchions.

## March

Continued SRA. Replaced nonskid on the entire hangar deck. Conducted catapult dead-load program on CAT 4 from 19-24 March after a complete launch valve overhaul. NAEC, CNAP on hand, 27 March, CNAP 3-M inspection for INSURV. Air Department final grade of 99.3 percent was the highest achieved by a large department. On 28 March, pre-TRE inspection held by USS CARL VINSON with no major discrepancies. CAT 3: replaced sealing strips. Arresting Gear: replaced port side barricade operating cylinder foundations. Shipalt 7028k socket pouring room equipment installed.

## April

Finished SRA on 10 April. Fleet Training Group arrived for TRE on 11 April. Outstanding results, no major discrepancies. The comment, "Best training records ever seen, uniquely effective," set the tone and goals for the upcoming cruise. On 13 April we were underway after a six month overhaul. On 23 April, CNAP came aboard for pre-refresher training (REFTRA) assist. The department was praised by CNAP for best looking flight deck after an extended overhaul. Completed rework of 2nd deck fuel risers, class 'B' overhaul on two purifiers. CAT 1: installed test LLLV start timer switch NAVAIRENGCEN test directive NR 2-5-89G139. Installed test blow through electrical system. NAVAIRENGCEN test directive 512-89-0170. CAT 2: installed through electrical system NAVAIRENGCEN test directive 512-89-0170.

## May

At sea for REFTRA 1-13 May. Outstanding score of 95 percent, second highest score ever achieved by a CV. Zero discrepancies. Impressive overall training programs. Smooth, safe professional operations. High praise for initiative, enthusiasm and determination, "set the standards for fleet." 3-M assist visit from 15-18 May. V-2 Quality Assurance (QA) and I-90 inspection from 17-19 May. Comment: "Superb job. Better than any ship to date." ADMAT inspection from 22-25 May. Zero discrepancies, "best training programs ever seen. Good attitudes and well prepared." CAT 1: NARF repaired cracks in 9 ft. cylinders at the base. CAT 2: repaired both 9 ft. cylinders due to cracks between tube and base. VRT installed new strainer for jet blast deflector's salt water cooling. Arresting Gear: P-3 starboard sheave damper track was removed and a removable track was installed. Repaired cracked P-2 port sheave damper piping.

## June

At sea for Advance Training Assessment (ATA) and participation in filming of "Hunt for Red October" from 5-30 June. Received 93.4 percent grade, "outstanding training program, fully capable department." V-4 personnel performed at-sea overhaul of #4 purifier. CAT 1: replaced 4 ft. cylinder cover due to cracks.

## July

3-M inspection, 96.3 percent overall outstanding grade, highest grade received by a large department. To sea on 25 July for READIEX 89. Forward #3 pump room reclaim filter on line for the first time since 1985. V-4 scored 100 percent on 3-M inspection. Completed class 'B' overall on two purifiers.

## August

Returned to Alameda 16 August. Replaced non-skid on 30,000 square feet of landing area. Commenced POM 16 August. Arresting Gear: VRT restacked P-2 engine.

## September

Continued POM until departing for World Cruise 89-90 on 17 September. Headed north for PACEX, the largest combined fleet since WWII. Arresting Gear: VRT completed relocation of Arresting Gears Deck Edge Control Station. Installed REI Number 89-5222 on FLOLS Reassignment Data. VRT installed catapult hook-up lights on all four catapults. Service change 89A.

## October

Continued PACEX. Completed rehab of #5 pumproom.

## November

Replaced non-skid on 8,000 square feet of landing area. Completed rehab of #3 pumproom.

## December

Zero V-4 discrepancies during CNAP Air Department Mid-Cruise Inspection. Completed rehab of all filter rooms. Replaced station #27 Cla-Val refueling valve, rebuilt all refueling station nozzle assemblies, and installed JP-5 system diagrams in pumprooms.

# *AIR OPERATIONS AT A GLANCE*

| Month | Hangar Bay Moves | Elevator Runs | Flight Deck Moves | CAT Shots | Arrests | Fuel (in gallons) Pumped | Received |
|---|---|---|---|---|---|---|---|
| April | 273 | 130 | 555 | 1,658 | 1,521 | 221,033 | 2,085,065 |
| May | 450 | 208 | 1,251 | 826 | 782 | 1,413,296 | 929,201 |
| June | 1,314 | 830 | 2,577 | 1,846 | 1,845 | 3,053,177 | 3,293 |
| July | 392 | 191 | 500 | 678 | 741 | 952,653 | 867,296 |
| August | 1,023 | 328 | 890 | 929 | 867 | 1,838,059 | 2,061,247 |
| September | 703 | 213 | 1,551 | 775 | 775 | 1,027,680 | 1,054,989 |
| October | 1,429 | 454 | 5,574 | 2,402 | 2,402 | 4,641,716 | 4,984,809 |
| November | 678 | 222 | 1,705 | 815 | 815 | 929,924 | 590,626 |
| December | 729 | 180 | 2,067 | 4,830 | 4,830 | 1,665,236 | 1,474,537 |
| **Totals** | **6,991** | **2,756** | **16,670** | **14,759** | **14,578** | **15,742,774** | **14,051,063** |

# CHAPLAIN DEPARTMENT

Three important events highlighted the year for the chaplains: becoming a department, preparations for the upcoming deployment, and World Cruise 89-90. A large part of the preparations for deployment was the initiation of programs to help the crew transition to their new homeport of Norfolk, Virginia. One significant accomplishment in this area was the creation of a Relocation Information Center in the crew's lounge. Contained in the center were brochures containing information on realtors and the Norfolk/ Newport News area in general.

A major pastoral care event was administering to those affected by the San Francisco earthquake in October. Once the news was released, the chaplains office was flooded with requests for Health and Welfare reports on loved ones in the Bay area. Over 800 names were submitted to the Red Cross. Fortunately, no ENTERPRISE family members suffered any major injuries.

Pre-deployment briefs were held at housing areas during which the Chaplains were vitally involved in helping our families gear up for the deployment and change of homeport. The Chaplains organized the briefs and discussed issues relevant to family separation. Those that attended were greatly enriched by these experiences.

During 1989 there were 1,673 Red Cross Messages processed, and an additional 600 during the San Francisco earthquake.

**Religious Services:**

| | Weekly | Average Attendance | Sunday | Average Attendance |
|---|---|---|---|---|
| Catholic | 382 | 24 | 113 | 96 |
| Protestant | 140 | 7 | 105 | 50 |

## *Chaplains Chronology*
### *1989*

| | |
|---|---|
| **20-21 JAN** | AIRPAC Command Chaplain's Conference. |
| **25-28 JAN** | Chaplain attends Institute for Successful Church Leadership. |
| **30-31 JAN** | Chaplain attends Suicide Prevention Training. |
| **22 FEB** | Chaplain taught first Alcohol and Drug Abuse Seminar (ADAMS) Class. |
| **26 FEB** | Memorial Service for MM3 Allen, USN. |
| **8 MAR** | Stress Management workshops begin. |
| **13 APR** | Addition of extra daily Catholic Mass for all at-sea periods and deployment. |
| **24 APR** | Burial at sea. |
| **22 MAY** | CRP Inspection by COMNAVAIRPAC |
| **9 JUN** | Memorial Services for AME2 G. Salazar, Jr., USN |
| **12 JUL** | Pre-deployment briefs begin. |
| **13 AUG** | Battle group chaplains meeting on board ENTERPRISE. |
| **8 SEP** | Established Partners in Education Program with Marshall Elementary School, Newport News, Virginia. |
| **8 OCT** | Began Weekly Christian Education Hour. |
| **17 OCT** | San Francisco earthquake — intense pastoral care ministry. |
| **26 NOV** | Chaplains Corps Anniversary celebration. |
| **29 NOV** | Burial at sea. |
| **15-22 DEC** | Christmas visit of Deputy Chief of Chaplains to Battlegroup FOXTROT. |
| **17 DEC** | Sponsored Picnic at Pattaya Beach Orphanage, Pattaya Beach, Thailand. |
| **24-27 DEC** | Sponsored Singapore Hospitality Program for Battle Group FOXTROT. |

# COMMUNICATIONS DEPARTMENT

## January

• Continued with Selected Restricted Availability 89.

## March

• Reinstalled all crypto devices, teletypes, transmitters, receivers and terminal equipment.
• Complete system check-out performed by NAVELEXCEN SAN DIEGO.
• Started intensive training program in preparation for returning to active status and underway periods.

## April

• Completed Selected Restricted Availability 89.
• Continued system check-out while at sea in preparation for Refresher Training.
• Completed Training Readiness Assessment with Fleet Training Group San Diego at NAS Alameda.
• Communications guard for Airwing and squadrons while underway for airwing carrier landing qualifications.
• Conducted 3-M inspection performed by Naval Air Forces Pacific.

## May

• Completed Refresher Training with Fleet Training Group San Diego while underway in the Southern California Operating Areas.
• Completed Command Inspection by Carrier Group Three.

## June

• Participated in READIEX.
• Chopped to Cruiser Destroyer Group Three opcon.
• Assumed communications guard for COMDESRON TWO ONE, COMCARAIRWING ELEVEN, and nine aircraft squadrons.
• Operation tested Tacrel pods in support of CINPACFLT directives with units of COMNAVSPECWARGRU ONE.

## July

• Participated in COMPTUEX with JMSDF units.
• Completed Pre-deployment Combat Systems Review, materially ready for deployment.

## August

• Ended COMPTUEX.
• POM period.

## September

• POM period completed.
• Deployed on World Cruise 89-90.
• Participated in PACEX 89, largest naval exercise since WW II.

## October

• Chopped to C7F opcon under Battle Group FOXTROT.
• Participated in Annualex Ø1G and Valiant Blitz 90, completing 45 days continuous underway time.
• Shifted Commplans three times to support various exercises.

## November

• SRF Subic Bay completed repairs to port incinerator to clear category II casrep.
• Participated in exercise Cope Thunder.
• Underway for storm evasion in Philippines.
• Battle force operations with Battle Group Alpha in the Philippine oparea in support of government during attempted coup d'état.

## December

• Changed commplans in support of Indian Ocean deployment.

# DECK DEPARTMENT

## January - March

Completed the second half of a six month Selected Restricted Availability (SRA). Major jobs accomplished in Deck Department include:

- Removed, overhauled, replaced NR. 7 RAS winch.
- Removed NR. 1 RAS winch for overhaul by Long Beach Naval Shipyard.
- Repaired hinges on stern accommodation lower platform.
- Rebuilt stern accommodation ladder and upper platform.
- Weight tested and refurbished stream support legs.
- Repaired, rehung and weight tested NR. 3 boat boom.
- Removed, weight tested and repainted both anchor chains to PMS standards.
- Repainted ship's sides and catwalks to water line, port and starboard.
- Sanded and repainted the Captain's Gig, Motor Whale Boat, and 50 ft. Utility Boat.
- Weight tested boat slings, gravity davits and accommodation ladders.
- Re-activated the aft fuel rig and trolley system to provide fuel to other Battle Group ships while the forward fuel rig winches are under repair.
- Removed NR. 5 RAS winch from Sponson 9 permanently under the weight removal program as it was no longer required to maintain double burton capabilities. Winch remains were sent to NAVSHIPWPNSYSENGSTA Port Hueneme, Ca.

## April

Completed the inport Training and Readiness Evaluation for REFTRA with "Zero Discrepancies," "Outstanding Preparation" and "Ready for Training." During two weeks underway for CVW-11 Carrier Qualifications, the department performed five underway replenishments (UNREPS) for fuel and ammunition, and two anchorages at San Diego's Coronado Roads. Early evaluation by REFTRA riders earned a 100 percent score on an emergency breakaway (MOB-S-11-SF) exercise. Two man overboard (MOB-S-6-SF) exercises were conducted with Oscar being recovered in 11:46 on the second attempt. The month ended with a three day pier side mooring to M-N pier at NAS North Island, San Diego, Ca.

## May

The first two weeks were underway in SOCAL for REFTRA. Deck Department conducted two UNREPS, two anchorages and two man overboard exercises receiving an overall score of 95 and a grade of "Outstanding" for the REFTRA. Graded exercises included:

| | | |
|---|---|---|
| MOB-S-3-SF | ANCHORAGE | 100, 100 |
| MOB-S-6-SF | MAN OVERBOARD | 76, 86 |
| MOB-S-9-SF | HIGH LINE | 91 |
| MOB-S-10-SF (D) | RCV FUEL | 100 |
| MOB-S-10-SF (N) | RCV FUEL | 95 |
| MOB-S-11-SF | EMER BREAK AWAY | 100 |
| MOB-S-16-SF (D) | RCV CARGO (MHF) | 92 |
| MOB-S-16-SF (N) | RCV CARGO (STREAM) | 100 |

The last two weeks were spent in home port preparing for and conducting the annual Command Inspection. Deck Department - Administrative Organization was evaluated as "Overall good, a well organized department; delegation of responsibilities well documented and understood." Deck Department - General was evaluated as "Outstanding, no discrepancies. Spaces were exemplary. All offices, heads and berthing spaces were immaculate. Some exterior spaces did require preservation, however the work was documented and in progress." Completed the inport upkeep period by replacing the newly overhauled NR. 1 RAS winch on Sponson 1 and removing NR. 3 RAS winch for overhaul by Long Beach Naval Shipyard in preparation for deployment.

## June

ENTERPRISE left Alameda on 5 June and spent the entire month at sea operating in SOCAL, conducting COMPTUEX 89-4 and the ship's Advanced Training Assessment (ATA). Deck Department performed four anchorages, seven underway replenish-

ments and four man overboard exercises. Two of the anchorages and two of the UNREPS were performed for ATA evaluation and received a combined score of 98.3 and a grade of "Outstanding." A grade of 97 was assigned to an outstanding fuel delivery exercise with USS FRANCIS HAMMOND (FF-1067). This was the first time the after fuel rig had been used in at least six years. During the last anchorage at Coronado Roads the ship picked up the COMCRUDESGRU THREE Admiral's Barge using the Boat and Airplane (B&A) crane. The boat was stowed aboard in preparation for the upcoming deployment and was assigned to First Division for maintenance and upgrade.

## July

The first three weeks were spent in upkeep in home port. Major projects included preservation and painting of the sponsons and sides of the ship, the restoration of NR. 1 RAS winch to full operation and stripping, replacing fiberglass and sanding the hull of the Admiral's Barge. The Captain's Gig received a complete new set of watertight windows and moldings and a commercially installed radar system. The annual 3-M Inspection was completed inport with Deck Department obtaining a 'Satisfactory' score of 82.1 percent. The last week commenced the final underway training period prior to deployment. Training concentrated on maximizing underway watch qualifications in order to achieve four section watch rotation on the bridge for deployment.

## August

During the three week underway period (25 JUL-16 AUG) READIEX 89-4A, Deck Department conducted six UNREPS for food and fuel and one anchorage in Coronado Roads, San Diego, Ca. Bridge watch qualifications finally allowed for a reliable four section underway watch rotation. The 30 day Pre Overseas Movement (POM) upkeep and leave period commenced upon return to Alameda on 16 August. Final projects completed during POM included:

- Paint-out of the ship's sides and waterline
- Fiberglass sanding and paint out of the Admiral's Barge hull
- Installation of a new transmission, a fathometer and seat cushions in the Captain's Gig.
- Restoration of the forward fuel rig.
- Final onload of all paint, cleaning gear and Bos'n Locker supplies.
- Onload of two large (10 ft. long x 6 1/2 ft. diameter) sea cushions on the fantail to be used for mooring a liberty boat barge on the stern in foreign ports.

## September

The POM upkeep and leave period ended 16 September with Deck Department fully ready for deployment. The ship departed Alameda for the last time and commenced its World Cruise 89-90 Deployment on 17 September. The rest of the month was spent transiting the Northern Pacific, participating in PACEX 89. Only one fuel UNREP was conducted with the USS WILLAMETTE (AO-180) from Pearl Harbor.

## October

Chopping to SEVENTH FLEET on 1 October, the Battle Group FOXTROT ships spent the entire month operating in the vicinity of Japan and Korea participating in ANNUALEX 89 and VALIANT BLITZ 89 with the CARL VINSON, MISSOURI and NEW JERSEY Battle Groups and units from the Japanese Maritime Self Defense Force. ENTERPRISE conducted ten UNREPS for food and fuel and ended the month by anchoring in Hong Kong for a five day port visit.

### *HONG KONG*

## November

The ship dropped the port anchor twice in Hong Kong's Outer Anchorage due to another ship being too close to the originally assigned anchorage OA-3. A 40 x 100 ft. flat barge was conveniently moored against the ship's two large sea cushions on the stern and six 150-200 passenger liberty boats removed the initial liberty party prior to 1300. All liberty parties utilized the stern accommodation ladder. Accommodation Ladder NR. 1 at the Quarterdeck was lowered to receive the initial boarding party. The Gig and Barge were not utilized in Hong Kong due to the frequency and convenience of the liberty boats and the arrangement of a separate commercial liberty boat for the Admiral's use. The ship enjoys six days of good weather and a quiet anchorage. Tidal currents sometimes made it difficult for liberty boats to get their stern against the mooring barge, but only for short periods. Liberty boat operators and line handlers were very knowledgeable and experienced. The water barge was tied up at Sponson 8 but required a line to be lowered from the port catwalk to pull its stern away from the ship. The aft cabin was high enough to hit against the enlarged hull overhead. The garbage boat was tied below and aft of Elevator 3 and trash was dropped through a long cloth chute to the boat where it was sorted and stowed. No painting was conducted in this port since the next stop was to be a long upkeep in Subic Bay.

### *SUBIC BAY, REPUBLIC OF THE PHILIPPINES*

A six day transit to Subic Bay provided only one UNREP for fuel. The ship moored starboard side to Leyete Pier at Cubi Point NAS. Extra mooring lines were put under foot in anticipation of possible off-setting winds, but wind direction remained on the port side throughout the stay. The port visit was a planned upkeep. Major projects included:

- Touched up painting on the ship's sides and waterline.
- Replaced all lifeline stanchions on Sponson 1.
- Repainted ship's forecastle.
- Rebricked the port and starboard incinerators.
- Manufactured a new garbage chute.
- Manufactured a new top lift pendant for NR. 2 Boat Boom.

• Resurfaced decks on the Fantail and Sponson 4.

• Replaced banding and repainted the interior and exterior of Captain's Gig.

• Contracted the manufacture of the LCPO and the Sailor of the Month picture boards.

The upkeep program was broken up by a three day storm evasion from Typhoon Hunt on 21-23 November. The ship returned to Leyete Pier using the same precautionary mooring configuration as before. The upkeep was again interrupted four days later by a planned three day underway to join USS MIDWAY (CV-41) and conduct CVW-11 refresher qualifications. The Captain's Gig was left behind at Ship's Repair Facility, Subic Bay, for each of the two underway periods.

## December

The ship returned to Leyete Pier on 1 December, but before the first brow was put in place, a contingency sortie was initiated due to an attempted military coup against the Philippine government. ENTERPRISE rejoined MIDWAY for a seven day "Operation Classic Resolve" off the west coast of Luzon in support of the Philippine government. During this period, Deck Department conducted two UNREPS for fuel and provisions and one man overboard drill with the boat. The second UNREP, with USNS SPICA (TAFS-9), resulted in a night time emergency break away when both ships attempted to maneuver around a group of small fishing boats. The SPICA came too close as the ships were slowly turning together to port. Opening rapidly, as the ships both compensated in an opposite direction, prevented SPICA from detensioning the two stream cargo rigs. Both cargo stations 5 and 13 were cleared of personnel as the wires were pulled off of the SPICA's winch drums. Station 13 recovered the SPICA's surf block but had to release the pelican hook and jettison the trailing span wire. Station 5 had a load on deck at the time and the ships did not part far enough to pull the out haul wire off the drum. It was dragging in the water between the two ships which were then separated by 500-600 yards. The span wire was pulled free from the SPICA and trailing down our side. After evaluating the situation, BMCS(SW) [redacted] eventually approached the rig from behind the padeye and managed to release the pelican hook which caused the entire rig to carry away, bouncing once near the deck edge before going over the side. USNS SPICA cut the outhaul wire rather than attempt to recover the extra long rig to prevent it from getting in their screws. No personnel were injured, the UNREP was cancelled and the remaining supplies were acquired after return to Subic. ENTERPRISE made a two day stop at Cubi Point's Leyete Pier again to onload the Captain's Gig and last minute supplies and to complete all unfinished upkeep projects, particularly the incinerator repairs.

### *PATTAYA BEACH, THAILAND*

Following an uneventful four day transit (10-13 December), Battle Group FOXTROT arrived at its next liberty port, Pattaya Beach, Thailand, on 14 December. Enterprise dropped the port anchor, and spent five days approximately two miles from the beach landing. No pier or boat landing facilities exist in Pattaya. The Barge and Gig were left aboard for this entire port visit. A stern mooring barge was used again to effectively land liberty boats and transfer liberty personnel via the accommodation ladder on the stern. Approximately eight small shuttle boats, that carried between 25-30 passengers each, were used to make the 20-25 minute transit to

**1989 ANCHORING EVOLUTIONS**

| DATE | DEPTH | LOCATION | ANCHORAGES |
|---|---|---|---|
| 23 APR | 60 FT | SAN DIEGO, CA | CORONADO ROADS-171 |
| 23 APR | 60 FT | SAN DIEGO, CA | CORONADO ROADS-171 |
| 02 MAY | 60 FT | SAN DIEGO, CA | CORONADO ROADS-171 |
| 09 MAY | 60 FT | SAN DIEGO, CA | CORONADO ROADS-171 |
| 10 JUN | 60 FT | SAN DIEGO, CA | CORONADO ROADS-171 |
| 18 JUN | 60 FT | SAN DIEGO, CA | CORONADO ROADS-171 |
| 26 JUN | 60 FT | SAN DIEGO, CA | CORONADO ROADS-171 |
| 29 JUN | 60 FT | SAN DIEGO, CA | CORONADO ROADS-171 |
| 15 AUG | 60 FT | SAN DIEGO, CA | CORONADO ROADS-171 |
| 31 OCT | 50 FT | HONG KONG | 0A-2 |
| 11 NOV | 45 FT | SUBIC BAY, RP | LEYETE PIER |
| 23 NOV | 45 FT | SUBIC BAY, RP | LEYETE PIER |
| 14 DEC | 56 FT | PATTAYA, THAILAND | 1650 YDS S.E. OF KO CHUN IS. |
| 22 DEC | 66 FT | SINGAPORE | MAN OF WAR |
| 24 DEC | 66 FT | SINGAPORE | MAN OF WAR |

within a few hundred yards from shore. There, everyone transferred to a long narrow canoe-like boat which would beach its bow in the sand and let everyone jump out and wade the last few feet ashore. Approximately 6-10 passenger speed boats were used to shuttle officers and chiefs from the quarterdeck accommodation ladder. These boats made the trip to the beach in 8-10 minutes and were found to be most convenient. Food supplies were delivered by small boat in boxes or crates and had to be palletized and cargo netted on the stern barge. They were raised to the fantail, again using the capstan powered hook and line rig as was done in Hong Kong. The stern barge was large enough (approximately 30 x 100 ft.) to bring the supply boats in on each side, leaving the stern free for continuous liberty boat operations. Many of the liberty boats were small enough to fit two at a time along the length of the barge. The water barge tied up under Sponson 8 and the garbage barge tied up below Sponson 6. The weather and anchor conditions were outstanding and uneventful throughout the port visit. Some tidal currents affected the liberty boat's ability to get their stern in again, but in a pinch, five to six men with a good line could muscle the boat in. The barge was ballasted to the same level as the liberty boat, making transfer of personnel safe and easy. On 19 December, ENTERPRISE picked up anchor and made a quick three day transit to Singapore conducting two UNREPS along the way. One was for fuel and the other to offload ammunition to USS KILAUEA (TAE-26) before outchopping from the Pacific Fleet for the last time.

## *SINGAPORE*

Upon arrival in Singapore, ENTERPRISE dropped the port anchor again and prepared the waiting stern barge in record time for liberty boat operations. Offload of the crew was slower, however, due to a lack of liberty boats. Battle Group FOXTROT was joined by units from the NEW JERSEY Battle Group ROMEO returning from operations in the Indian Ocean, reducing the availability of liberty boats for everyone. ENTERPRISE managed to get by with one 350 passenger boat, a 200 passenger boat and, periodically, a third 250 passenger boat. The 30 minute transit and 90 minute round trip time made for long liberty lines onboard and ashore. The Captain's Gig and Admiral's Barge were finally used for the entire port visit. The Gig made four scheduled runs per day for four of five days for senior officers use. Both boats berthed at Fleet Landing each night. One crew member remained onboard for security and the others were in hotels nearby. At the ship, the boats tied up on Sponson 7's boat boom or moored on the starboard end of the stern barge. Supplies came on a large flat barge, mostly palletized. A floating crane, using a wide breasting barge, was placed on the port bow and pallets were lifted to the angle deck for distribution. This proved to be a very slow process due to the slow speed of the crane. The water barge and the garbage barge used Sponsons 8 and 6 respectively.

At approximately 1700 on 24 December, the quartermaster reported the ship's position to be outside of its drag circle. The afternoon tide shift and 20 knot winds had swung the ship to the west of the anchorage and over the next two hours caused it to drag anchor approximately 120 yards toward the USS LAKE CHAMPLAINE, which was at anchor about 600 yards away. The anchor showed no visible signs of dragging and maintained a steady medium strain. The Captain was recalled to the ship while the anchor was veered another shot from 75 to 90 fathoms at the water's edge, and the engines were warmed up. Slow dragging continued, so after the Captain returned aboard at about 1830 by Gig, the anchor was picked and the ship moved into the eastern half of the original anchorage. The anchor was redropped and firmly set, veering chain to 90 fathoms at the water's edge just after dark. No further anchorage problems were encountered during the remainder of the port visit. The anchorage bottom was very dense mud and clay which clung to the chain as it was picked up quickly to get it reset. After anchoring the second time it took many hours to shovel the piles of mud out of the forecastle and clean the bulkheads in the vicinity of the wildcat. The last night was made very difficult by swells that combined with the tide current to make mooring of liberty boats extremely difficult at best. It was complicated further when the Admiral's Barge went dead in the water when one of its mooring lines tangled in the propeller. The Motor Whale Boat was quickly dispatched to tow the Admiral's Barge back alongside the stern barge for the Admiral and Staff to disembark. It was tied up for the night on the Sponson 7 Boat Boom. The next morning, after the swells subsided, it was towed under the B&A crane and lifted onboard prior to getting underway. ENTERPRISE departed Singapore on 28 December saying goodbye to the Pacific Ocean for the last time, and transited the Straights of Malacca enroute to Diego Garcia. The last Deck Department evolution of the year was a successful UNREP for food and supplies with the USS NIAGARA FALLS (AFS-3).

# 1989 CONNECTED UNDERWAY REPLENISHMENTS

| DATE | SHIP | PRODUCTS TRANSFERRED |
|---|---|---|
| 18 APR | USNS KAWISHWI (TAO-146) | DRY FUEL HOOK UP |
| 18 APR | USNS KAWISHWI (TAO-146) | 114 KGAL JP5 |
| 19 APR | USS PYRO (AE-24) | 805 PALLETS AMMO |
| 20 APR | USS PYRO (AE-24) | 148 PALLETS AMMO |
| | | PRACTICE CARGO HOOKUP |
| 10 MAY | USNS DIEHL (TAO-193) | 517 KGAL JP5 |
| 05 JUN | USS MOUNT HOOD (AE-29) | 142 PALLETS AMMO |
| 12 JUN | USNS KAWISHWI (TAO-146) | 984 KGAL JP5 |
| | | 17 PALLETS CARGO |
| 15 JUN | USNS KAWISHWI (TAO-146) | 568 KGAL JP5 |
| | | 22 PALLETS CARGO |
| 19 JUN | USNS KAWISHWI (TAO-146) | 429 KGAL JP5 |
| 24 JUN | USS WICHITA (AOR-1) | 588 KGAL JP5 |
| | | 111 PALLETS FOOD |
| 25 JUN | USS FRANCIS HAMMOND (FF-1067) | 33 KGAL JP5 (DLVR) |
| 26 JUN | USS WICHITA (AOR-1) | 392 KGAL JP5 |
| | | 22 PALLETS PLASTICS |
| 28 JUN | USS WICHITA (AOR-1) | 867 KGAL JP5 |
| 01 AUG | USS WICHITA (AOR-1) | 600 KGAL JP5 |
| 03 AUG | USS RATHBURNE (FF-1057) | DRY FUEL HOOK UP (DLVR) |
| 05 AUG | USS WICHITA (AOR-1) | 355 KGAL JP5 |
| | | 77 PALLETS FOOD |
| 09 AUG | USS WICHITA (AOR-1) | 503 KGAL JP5 |
| 14 AUG | USS WICHITA (AOR-1) | 450 KGAL JP5 |
| 22 SEP | USS WILLAMETTE (AO-180) | 746 KGAL JP5 |
| 01 OCT | USS WICHITA (AOR-1) | 388 KGAL JP5 |
| 02 OCT | USS NIAGARA FALLS (AFS-3) | 94 PALLETS CARGO |
| 05 OCT | USS WICHITA (AOR-1) | 769 KGAL JP5 |
| 08 OCT | USS WICHITA (AOR-1) | 495 KGAL JP5 |
| 14 OCT | USS WICHITA (AOR-1) | 901 KGAL JP5 |
| 16 OCT | USS NIAGARA FALLS (AFS-3) | 130 PALLETS FOOD |
| 20 OCT | USS WICHITA (AOR-1) | 892 KGAL JP5 |
| 24 OCT | USS WICHITA (AOR-1) | 652 KGAL JP5 |
| 27 OCT | USNS PASSUMPSIC (TAO-107) | 562 KGAL JP5 |
| 30 OCT | USS WICHITA (AOR-1) | 350 KGAL JP5 |
| 10 NOV | USNS HASSAYAMPA (TAO-145) | 462 KGAL JP5 |
| 03 DEC | USNS PONCHATOLLA (TAO-148) | 528 KGAL JP5 |
| 07 DEC | USNS SPICA (TAFS-9) | 90 PALLETS CARGO |
| 20 DEC | USNS KILAUEA (TAE-26) | 21 PALLETS AMMO |
| 20 DEC | USS WICHITA (AOR-1) | 585 KGAL JP5 |
| 30 DEC | USS NIAGARA FALLS (AFS-3) | 187 PALLETS FOOD |

**TOTAL UNREPS: 37**

**DIFFERENT SHIPS: 14**

**TOTAL FUEL: 15,103,000 GALLONS JP5**

**TOTAL CARGO: 1866 PALLETS**

# DENTAL DEPARTMENT

ENTERPRISE's Dental Department provided complete dental treatment to all ship's company, embarked CVW-11, and escort/support ships of the entire Battle Group FOXTROT and USNS/MSC ships. The department was staffed by five Dental Officers (one Comprehensive, one Oral and Maxillofacial surgeon, three General Practice dentisits), ten Dental Technicians (one CPO, seven Dental Assistants, and two Prosthetic Laboratory Technicians). Significant accomplishments included:

- Successfully completed CNAP Command Inspection, 22-23 May 1989.
- Completed over 65,570 procedures and treated over 9,370 patients.
- Installed six new units and chairs 27-31 March 1989.
- During 89-90 deployment, treated patients from ships of Battle Group and USNS ships.
- Maintained average of 82% 3-M and DC PQS qualification; 100% CPR certified.
- 100% RAR during CNAP 3-M inspection.
- Dental Officers are OIC of four of six Battle Dressing Stations. All BDS received "Outstanding" grades during REFTRA/ATA.
- Developed comprehensive Casualty Care Training Manual for Battle Dressing Stations, significantly contributing to outstanding scores during REFTRA/ATA and readiness for World Cruise.
- Preventive dentistry awareness throughout the ship increased by daily POD notes.

# ENGINEERING DEPARTMENT

## A - Division

### January - April

All workcenters were exceptionally busy during the high tempo of Selected Restricted Availability (SRA). Each workcenter completed hundreds of manhours of ship's force work and provided continued support to IMA and contractors. All ship's force items were completed to support Sea Trials. The SRA culminated in preparation and successful completion of the Post Overhaul Reactor Safeguards Examination (PORSE).

### April - September

A-Division performance was outstanding during upkeep periods and POM. Significant contributions were made to successful completion of REFTRA and ATA. Auxiliaries division again performed exceptionally well during Type Commander 3-M inspection, achieving an accomplishment rate for PMS far exceeding expectations. All workcenters accomplished 100 percent of their spot checks. In addition, all workcenters ensured critical repair work was scheduled and completed during upkeep periods. A-Division deployed CASREP free with all major equipment operational.

### September - December

The hard work and expert planning of SRA and upkeep showed dividends during the early stages of World Cruise 89-90. During the first 45 days of continuous at-sea operations, A-Division provided air conditioning, repair and hotel services second to none.

The Steam Catapult Shop provided support for a vigorous flight schedule. In spite of little or no down time for maintenance, all catapults were ready and able to support flight operations at a moments notice.

The Hydraulics Shop provided emergent repairs on such vital systems as aircraft elevators, replenishment winches and steering gears. These repairs ensured continuity of ship's mission.

The Air Conditioning and Refrigeration Shop maintained the ship's air conditioning systems at maximum efficiency, providing over 2,100 tons of air conditioning per day for vital equipment and crew comfort. Repairs and upgrades to existing systems, installation of additional units and immediate response to ship's trouble calls significantly improved ship habitability and crew morale.

The Diesel Shop maintained their routine high standards. Preparations for the Operational Reactor Safeguards Examination were outstanding. The emergency diesels were available, without fail, when called upon to provide back-up power during port visits where adequate shore power was not available.

The Machine Shop was responsible for IMA level repairs to vital Machinery Division and Air Department equipment in support of mission accomplishment.

The Pneumatic and $O_2N_2$ workcenters were responsible for maintaining the ship's service air and cryogenic plants. In spite of less than reliable air compressor ship alterations accomplished during SRA, air shop personnel devised maintenance procedures to ensure 100 percent operability.

The Steam Heat Shop responded to over 500 ship's trouble calls., ensuring maximum use of the ship's galley, laundry equipment and hot water heaters.

## M - Division

### January - April

The Propulsion Plant workcenters completed hundreds of manhours of ship's force work and received support from outside repair activities during SRA. During this period, extensive preparations were in progress for pierside steam plant testing, sea trials and PORSE. The steam plant testing and sea trials were completed on time successfully. The ship's force preparation for PORSE resulted in a passing grade which ended the SRA period.

## May - September

M-Division continued its outstanding performance during the upkeep and Pre-Overseas Movement Periods (POM). Significant contributions were made to ensure a successful completion of REFTRA and ATA. All workcenters performed extremely well during the Type Commander's 3-M Inspection and achieved an accomplishment rate which exceeded all previous inspection results. Machinery Division ensured all preventive and corrective maintenance was completed and any anticipated repair items were on board prior to deployment. M-Division deployed CASREP free with all major equipment operational.

## September - December

Machinery Division's effort during SRA and the POM period showed definite benefits during the first half of World Cruise 89-90. During the first 45 days of continuous at-sea operations, M-Division provided unparalleled electric power, ship's propulsion power and potable water. Steam out maintenance periods were infrequently scheduled and for short durations. Workcenters had to ensure all preparations were made for these valued short maintenance periods. Routine late night preventative and corrective maintenance became the norm due to the scheduled daytime flight operation periods. Machinery Division provided support to Mare Island Naval Shipyard Tiger Team in the repairs to Number One and Number Two Main Engine Nozzle Blocks. This required tracking parts and equipment locations, and arrival times for shipments from half way around the world. An overdue maintenance period with SRF, Subic Bay, ensured needed shut-down maintenance was accomplished with outstanding results. M-Division was able to restore the plant to full operational capability in less than 24 hours to get the ship underway for typhoon evasion. Preparations got underway for the ORSE scheduled for spring of 1990.

# E - Division

During 1989, E-Division:

- Provided over 50,000 MW-hr of electrical energy for the ship's needs.
- Removed 3,000 pounds of dead-end cables.
- Processed over 4,000 trouble calls.
- Qualified 20 electricians for watchstations.
- Supported flight deck lights.
- Replaced 87 4,000 amp 450 volt disconnect switches in ship service 60HZ distribution.
- Completed SHIPALT 4186 which replaced two SFTG's with 300kw SFMG's and associated controls and supported 13,000 man-hours of training.
- Completed emergent repairs to 62 vital propulsion plant electrical components.
- Provided electrical power and sound for ship's award ceremonies and numerous air shows.

## January - March

Ship was in SRA at Pier 3, NAS Alameda. An aggressive SFOMS package was completed. JP-5 and potable water tanks level indicators were repaired as tanks were opened. Replacement of tube-type amplifiers for the 1, 3 and 5MC with solid state equipment were completed. The 400 cycle distribution systems were reconfigured by a major shipalt, which installed two 300KW SFMG's and controls which included installation of four 450 volt 60HZ feeder breakers on 2, 3, 5 and 7S busses. Overcurrent trip devices were replaced by MINS breaker repair facility. Installation of a new style of disconnect switch for MACHALT 314-61001 was begun with some initial difficulty in fit up. The repairs to 1, 3, 4, 5 and 7 SSTG's were performed and extensive testing verified operability. The cableway improvement program continued to work the designated zones to support COH refueling in 1991. Numerous fire pump overhauls were completed and CHT TLI's were replaced as zones were worked. The SRA ended with steam plant testing in progress and PORSE was completed. An NTPI was completed with zero discrepancies noted in the FZ alarm system and administration of maintenance reports and training. The ship was awarded the Navy Battle "E", and Engineering Department was awarded an additional COMNAVAIRPAC Engineering "E". Repairs to ship's degaussing system "A" coil were completed as well as repairs to all degaussing M-G's.

## April - June

REFTRA and ATA were completed. Electrical safety inspection was completed satisfactorily. Completed flight deck certification. Repairs to #7 SSTG amplidyne brush rigging was completed. Installation of disconnect switches continued. MTT visit was completed. Cableway improvements continued. Repaired X5OJ phone circuit and installed ATU on 1MC, 5MC and 3MC.

## July - September

Carrier qualifications and POM period. Deployment to North Pacific began. Repairs to ship's degaussing were completed. Repairs to meridian FWD gyro were required. CO's and Pilot's elevators required on-going repairs. "65" friendship lights were repaired. Deceptive lighting was successfully employed. Emergent repairs to 4JG circuit were required. An emergency ejection of the rod meter pitsword was required. The rodmeter was replaced.

## October - December

Ship's laundry dryer motors required replacement. Improvised contactor installed on #5 JP-5 service pump. Electrical overhaul of #2 stores conveyor. Emergent repairs to #6 LS Weapons elevator. Preparations for overhaul SFOMS package. Completed six electrical cableway zones critical for COH. The year closed with E-Division providing decorative lighting, sound for Christmas music in the hangar bay, and electrical power for a USO show.

# DC/R - Division

## January - March

During the final three months of SRA-89, DC/R Division completed an extensive ship's force work package including welding and brazing on ship's hull and piping systems, coordinated the completion of numerous shipyard jobs, and spearheaded an intensive shipwide Damage Control training program in preparation for REFTRA 89. Division-wide participation completed renovation of lightwater system in preparation for flight deck certification. Flying squad contributed significantly to a successful PORSE inspection.

## April - May

DC/R played integral part in flight deck certification allowing CVW-11 to launch, land and stow the air wing on board once again. Flying Squad was key element in successful completion of NTPI. DCETT trained repair locker personnel and identified shipwide damage control discrepancies leading to an outstanding REFTRA performance. DC/R divisional personnel took key scene leader roles in every major repair locker. Yoke and Zebra were set consistently throughout the inspection, identifying ENTERPRISE as the "Best in the West."

## June

DC/R Division and Flying Squad responded expeditiously to all ATA drills leading to another outstanding performance. Newly found Head Habitability Division began extensive head maintenance program.

## July - August

DC/R Division enjoyed some well earned leave while still accomplishing permanent repairs to propulsion plant systems. READIEX 89 was completed successfully. Numerous repairs were performed on ship's Firemain, CHT, Lightwater and Main Drain systems during POM period in preparation for World Cruise 89-90.

## September - December

During the first four months of World Cruise 89-90, DC/R Division responded to thousands of trouble calls, installed 60 flammable liquid stowage lockers, installed 18 package A.C. units, maintained repair lockers and installed damage control equipment at the height of readiness, and contributed significantly to the successful completion of PACEX 89. The ship's Fire Marshall began an extensive training program for the Flying squad, leading to a more efficient Fire Fighting Response Team.

# LEGAL DEPARTMENT

## Military Justice

In 1989, 10 cases were disposed of at general courts-martial and 59 cases at special courts-martial; 53 of them resulted in the accused receiving a DD or BCD in addition to forfeitures, brig time, and reductions in rate. Over 30 cases were disposed of at summary courts-martial. The Discipline Officer processed 1,392 report chits, of which 476 individuals appeared at NJP. The Captain held mast on 111 occasions during this period.

## Legal Assistance

The Carrier Judge Advocate and Assistant Carrier Judge Advocate saw over 243 clients concerning such problems related to consumer protection, divorce, tax, landlord/tenant etc. A total of 507 notarial acts and 530 power of attorneys were performed, and numerous wills were prepared.

## Claims

In 1989, 109 claims with a total dollar value of over $40,000 were processed for crew members who were victims of larcenies of personal property or damage attributed to acts beyond their control. Four Foreign Claims were settled during deployment.

## JAGMAN Investigations

A total of 18 JAGMAN investigations were completed during the reporting period.

## Lectures

Legal Department provided 20 briefs/lectures to crewmemers including Command Duty Officers and Assistant Command Duty Officers, and Indoctrination Division personnel.

# MEDICAL DEPARTMENT

Calendar year 1989 was a busy, productive year, with the Medical Department completing a major SRA and then supporting a very rapid work-up for deployment. Accomplishments included:

- 20,777 personnel treated
- 29,022 prescriptions filled
- 28,900 lab tests done
- 6,588 immunizations given
- 5,633 x-rays shot
- 423 admissions to the ward
- 55 surgical cases

External inspectors found much that was praiseworthy, including:

- 100% on the 3-M inspection
- 96.5% overall for ATA and 98% on the Mass Casualty Drill
- Passed, Overall "Outstanding" on the Command Inspection
- 96% Inpatient Medical Audit
- 100% Competitive Exercises

**Medical Department Personnel**

| | |
|---|---|
| Senior Medical Officer . . . | CDR [redacted] |
| Ship's Surgeon . . . . . | CDR [redacted] |
| TEMAD Medical Officer . . . | CDR [redacted] |
| CVW-11 Flight Surgeons . . . | LCDR [redacted] |
| | LT [redacted] |
| Nurse Anesthetist . . . . . | LCDR [redacted] |
| General Medical Officer . . . | LT [redacted] |
| Medical Admin Officer . . . | LT [redacted] |
| Physicians Assistant . . . . | LTJG [redacted] |
| Leading Chief Petty Officer . . | HMC [redacted] |
| Radiation Health Chief . . . | HMC [redacted] |
| Medical Material Chief . . . | HMC [redacted] |
| Medical Supply Chief . . . . | HMC [redacted] |
| Preventive Medicine Chief . . | HMC [redacted] |
| Ship's Company . . . . . | 27 Corpsmen |
| CVW-11 Personnel . . . . | 9 Corpsmen |

# *Medical Response Log*
## *1989*

| | |
|---|---|
| **31 JAN** | Flooding in compartment 3-83-1Q. Fire Party Corpsman responds. |
| **17 FEB** | Man down, possible fractured ankle. Emergency Response Team (ERT) responds. |
| **9 MAR** | Man down, seizure. ERT responds. |
| **20 MAR** | Man down, fainted. ERT responds. |
| **5 APR** | Man down, fall. ERT responds. |
| **16 APR** | Flooding in compartment 5-235-2Q. Flying Squad Corpsman responds. |
| **22 APR** | Man down, back injury. ERT responds. |
| **23 APR** | MEDEVAC - Two patients to NHSD (seizure disorder and kidney stones). |
| **25 APR** | Man down, knee injury. ERT responds. |
| | MEDEVAC - Broken leg to NHSD. |
| **29 APR** | Man down, fall. ERT responds. |
| **2 MAY** | MEDEVAC - Suicidal Ideation to NHSD. |
| **4 MAY** | Flooding in compartment 3-195-1L. Flying Squad Corpsman responds. |
| **5 MAY** | Man down, ankle injury. ERT responds. |
| **6 MAY** | Flooding in compartment 01-225-6L. Flying Squad Corpsman responds. |
| | Man down, arm injury. ERT responds. |
| **7 MAY** | Violent patient in Medical. Verbal permission to restrain received from CO, but not required. |
| **8 MAY** | MEDEVAC - Violent patient to NHSD. |
| **10 MAY** | LCDR [redacted] CVW-11 Flight Surgeon, to ship in vicinity to treat potential cardiac patient. |
| **9 JUN** | MEDEVAC - Suicidal Ideation to NHSD. |
| **12 JUN** | Man down, possible appendicitis. ERT responds. |
| **13 JUN** | Man down, chest pain. ERT responds. |
| **18 JUN** | MEDEVAC - Traumatic amputation of finger. Dr. [redacted] acts as escort. |
| **30 JUN** | Man down, back injury. ERT responds. |
| **10 JUL** | Flooding in compartment 02-230-1Q. Fire Party Corpsman responds. |
| **11 JUL** | Class "C" fire in compartment 2-148-1L. Fire Party and Rescue and Assistance Corpsmen respond. |
| **14 JUL** | Man down, head trauma. |
| **15 JUL** | Flooding in compartment 2-49-1O. Fire Party Corpsman responds. |
| **26 JUL** | MEDEVAC - Multiple fractures to hand to NHSD. |
| | Flooding in compartment 7-32-0E. Flying Squad Corpsman responds. |
| **29 JUL** | Two men overboard. No injuries noted upon recovery of personnel. |
| **1 AUG** | MEDEVAC - Hand laceration to NHSD. |
| **2 AUG** | LCDR [redacted] and LTJG [redacted] depart for USS MOUNT HOOD for assist visit and return the same day. |
| | Man down, acute gastroenteritis. |
| **9 AUG** | Man down, man injured during UNREP when a line parted, injury to lower leg. |
| | Flooding in compartment 7-42-3L. Flying Squad Corpsman responds. |
| **10 AUG** | Man down, electrical shock. |
| **14 AUG** | Man down, fainted. |
| **6 SEP** | Fire in M-Division Berthing. Fire Party and Rescue and Assistance Corpsmen respond. |
| **18 SEP** | Flooding in #1 Shaft Alley. Flying Squad Corpsman responds. |
| **22 SEP** | Man overboard, individual recovered without injury. |
| **1 OCT** | Man down, back injury. |
| **11 OCT** | MEDEVAC (Multiple) - Venous insufficiency, neck pain, ulcer, depression, and cardiac problem to NH Yokuska. |
| **25 OCT** | Man down, head injury. |
| **12 NOV** | Man down, convulsions. ERT responds. |
| **22 NOV** | Man down, dehydration. ERT responds. |
| **8 DEC** | Flooding in compartment 04-231-1L. Fire Party Corpsman responds. |
| **9 DEC** | Two men down, individuals collapsed in #1 MMR lower level. Diagnosis: acute dehydration. |
| **14 DEC** | Motor vehicle accident on beach in Pattaya Beach, Thailand. Individual hit by bus. Minor injuries. |
| **22 DEC** | Man down, back injury. Fire Party Corpsman responds. |
| **29 DEC** | Man down, hypertensive. Flying Squad Corpsman responds. |
| **30 DEC** | CDR [redacted] and HMCM [redacted] to USS HEWITT for overnight assist visit. |

# OPERATIONS DEPARTMENT

## Combat Systems Function

ENTERPRISE continued to establish the fleet standard for combat systems equipment reliability and availability. Possessing unparalleled resourcefulness and an undaunted "can do spirit," CSF provided direct support to all shipboard and Battlegroup FOXTROT commitments, including all air operations, shipboard self-defense capabilities, communications requirements, and technical assistance. Significant accomplishments include:

1. Completed the first half of a highly successful six month deployment to the Western Pacific and Indian Oceans. Combat systems equipment played a vital role in ENTERPRISE's exceptional performance during PACEX 89 and VALIANT BLITZ involving three Battle Group operations and the largest formation of ships since World War II.

2. Installed numerous new systems onboard, including:

- NATO Sea Sparrow Missile System 7M upgrade.
- CIWS MT 23 maintenance enclosure.
- Tactical Information Systems (TIMS).
- Redesigned and installed ASW rooftop trainer.
- Maritime Satellite Communications System.

3. Achieved unparalleled results on 3-M inspection, Combat Systems Ships Qualifications Trials (CSSQT), Refresher Training (REFTRA), and Pre-deployment Combat Systems Review (PCSR) including:

- Overall 3-M score of 94.5 percent.
- Outstanding CSSQT culminating in four direct hits on TDU's by NSSMS and three direct hits on TDU's by CIWS mounts — unheard of results.
- Received a final battle problem grade of 92% during REFTRA.
- Set the standard for PCSR. During the review, 2,212 pieces of electronic equipment were inspected with the following results: Zero personnel mishaps, one equipment safety violation, and 40 inoperative.

4. Maintained the following exceptional percentage of equipment availability during six month deployment:

- Surface search radars - 99%
- TACAN - 100%
- NTDS systems - 98%
- Communications systems - 99%
- Link 11 - 98%
- NSSMS and CIWS - 100%
- Air search radars - 99%

5. The pride, professionalism, and dedication to duty of the Combat Systems Function, directly contributed to every ENTERPRISE operational endeavor, and significantly enhanced the capabilities and effectiveness of Battle Group FOXTROT.

## Weather Function

The Weather Function continued to upgrade the Tactical Environmental Support System (TESS) throughout the year in anticipation of the fall deployment. These series of upgrades enabled OA Division (Meteorology) to provide the latest in environmental support to the battle group.

**March 22-23**

TESS 2.0 hardware installation was accomplished by Analysis and Technology Inc. of Bay St. Louis, Missouri.

**April 3-8**

TESS Teletype software system administration and applications training was provided to the division by Naval Oceanography Command Facility, Bay St. Louis, Missouri.

**May 22-23**

The function successfully passed the COMNAVAIRPAC

ADMAT inspection.

**May 30**
TESS 3.0 research project visit from representatives of NAVELEX Vallejo, California.

**June 20**
LCDR J. F. O'Hara reports aboard as Weather Function head.

**August 23-24**
TESS 2.1 is installed which includes satellite receiver (SMQ-6) interface with a 130MB disk drive upgrade.

**September 16**
Battle Group FOXTROT deploys. OA Function provides environmental support for PACEX 89.

**October**
OA Function provides environmental support for ANNUALEX and VALIANT BLITZ.

**November 21-23**
Sortied from Subic Bay for Typhoon Hunt evasion.

# Air Operations

CATCC's pre-workup training program concluded in mid-march with a successful two week team training period at NATCC Millington, Tennessee. The commencement of workup light ops performance was exceptional. Compressed and complex SOCAL operations were conducted efficiently and safely, scoring high marks on all COMNAVAIRPAC graded evaluations. High tempo ops, complicated by the NORPAC adverse weather and sea states, resumed during the early deployment transit. Numerous exercises continued to challenge the resourcefulness and capability of CATCC 65. Dual carrier ops were conducted with real time coordination used to successfully resolve air traffic control airspace conflicts. Further, demanding near-land operation area (NLOA) operations in Tobias Bay, Republic of the Philippines, provided another unique challenge. Special launch/recovery procedures were used, with modifications to accommodate the close proximity to mountainous terrain which made standard carrier approach procedures unusable. Throughout the entire year, the class CATCC/Air Ops team was responsible for safely completing a total of 5,656 Case III Carrier Controlled Approaches, a feat to be respected.

# Combat Direction Center

## AAW Module

CDC maintained its AAW abilities during the January - March SRA period through team trainers at Fleet Combat Training Center Pacific in San Diego, Ca.

April brought the first underway period in six months. CDC concentrated on getting back in the saddle by training new AIC's, Trackers and Track Supervisors. Primary training consisted of practicing the AIRPAC computer battle problem in preparation for REFTRA. During REFTRA in May, highly successful defense against air raids, including USAF B-52's and B-1's, OIWS Pacfire and live target CIWS firing resulted in an AIRPAC evaluation of "Outstanding" in AAW capabilities.

Between at-sea periods in May, CDC participated in Battle Group FOXTROT's AAW and Advanced Team Trainers. CDC personnel received combat systems sea qualification trial training in port training. Underway in June, CDC AAW systems were tasked in CSSQT. CSSQT incorporated the entire ship into a cohesive AAW unit. ENTERPRISE displayed its self-defense abilities through two CIWS and four NSSM highly successful live firings. All firings resulted in direct hits. From CSSQT, ENTERPRISE rolled into COMPTUEX 89-4 and ATA. COMPTUEX AAW exercises brought ENTERPRISE CDC to M-1 status in AAW. AIRPAC ATA observers evaluated ENTERPRISE's AAW capabilities during numerous raids from the beach which included multiple aircraft in a hostile electromagnetic environment. CDC again received the highest possible evaluation of "Fully Ready" in AAW.

READIEX saw "everything but the kitchen sink" thrown at Battle Group FOXTROT; multiple raids, communications jamming, and radar jamming. ENTERPRISE was actively involved in all aspects including providing fighters and tankers, making recommendations to AAWC, and acting as AAWC during raids.

PACEX 89 provided intense AAW operations. THIRD FLEET PACEX involved three Carrier Battle Force operations. ANNUALEX Ø1G/TANDEM ALLY after in-chop to SEVENTH FLEET, included AAW exercises in open ocean, near-land operations and opposed transit scenarios, as well as near daily Soviet Reconnaissance flights. VALIANT BLITZ was comprised of duel carrier operations with USS CARL VINSON (CVN-70) during an opposed transit, and in support of amphibious operations. The emphasis during VALIANT BLITZ shifted to real-world intercept escort. Soviet activity became a daily occurrence in the Sea of Japan and included anti-carrier warfare exercises against ENTERPRISE and CARL VINSON, involving at least 34 Badger aircraft. Throughout the SEVENTH FLEET phases of PACEX 89, NTDS interoperability with USAF, and Japanese units was exercised. CDC supported COMCRUDESGRU THREE throughout PACEX in their operations as FAAWC through CDC facilities and personnel.

The Post-PACEX period was made up of short at-sea periods between liberty ports which were used to complete required AAW exercises. CDC completed 100 percent of the required AIRPAC AAW readiness exercises for 1989 including 100 percent scores on all competitive exercises.

From 1-7 December ENTERPRISE and USS MIDWAY (CV-43) were standing ready off Manila Bay in support of "Operation Classic Resolve" during the attempted coup in Manila. E-2's from ENTERPRISE and MIDWAY provided continuous radar coverage of Manila Bay and the two-carrier Battle Force, as well as communication connectivity with USAF controlling units in the Philippines throughout the operation.

## OI Division

OI Division charged into the New Year, completing the rehab of 29 major spaces from the 01 Level to the 012 level. Schools and

training kept everyone busy through March. Intermediate and Advanced Team Trainers and Radar Assisted Piloting Trainers provided the opportunity to apply book knowledge to simulated underway scenarios.

April brought the first underway period in six months. Despite a 50 percent turnover of personnel, during REFTRA, OI Division received a grade of "Excellent," in Anti-Air Warfare, Anti-Surface Warfare, Radar Navigation and Air Intercept Controlling grades — topping any carrier on the West Coast.

During Advance Training Assessment (ATA) in June, CDC jelled into a cohesive fighting unit. ENTERPRISE displayed its self-defense abilities through highly successful CIWS and NSSMS live firings. CDC scored direct hits on every target. COMPTUEX exercises brought ENTERPRISE's CDC to M-1 status in AAW and ASUW. AIRPAC ATA observers evaluated ENTERPRISE AAW capabilities during persistent, high density air raids in a hostile electromagnetic environment. CDC again received the highest possible evaluation of "Fully Ready."

READIEX increased the complexity and scope of threats directed against Battle Group FOXTROT, to include multiple raids, communications jamming and radar jamming. ENTERPRISE was actively involved in all aspects of Battle Group defense, from providing fighters and tankers and making recommendations to AAWC, to acting as AAWC during raids.

PACEX 89 provided intense AAW and ASUW operations involving three carrier Battle Groups. After in-chop to SEVENTH Fleet, ANNUALEX Ø1G/TANDEM ALLY included AAW and ASUW open ocean exercises, near-land operations and opposed transit scenarios, as well as near daily Soviet reconnaissance flights. VALIANT BLITZ consisted of dual carrier operations with CARL VINSON, emphasizing opposed transit ops and amphibious operations. Soviet activity increased in the Sea of Japan and included several ACW raids of 34 Badgers. PACEX 89 fully and successfully exercised NTDS interoperability with USAF and Japanese units. CDC extensively supported CCDG 3 throughout PACEX in their operations as FAAWC.

## ASW Module

ASWM participated in numerous Single Element, Group and Force exercises which challenged all areas of ASW operations. These evolutions fully tested the capabilities of the ASWM and the VS and HS aircrews onboard ENTERPRISE. The ASW Module was directly responsible for 93.5 "On-Top" hours which resulted in 142 "constructive" submarine kills.

M-1 readiness status was achieved within three months following an eight month SRA period, and all required qualifications were maintained through the end of the year.

The ASW Module received a grade of "Outstanding" during the pre-deployment Training Readiness Inspection (TRE), a grade of 95.9 percent for Refresher Training (REFTRA), and a grade of "Satisfactory" for Advanced Tactical Training (ATA). COMNAVAIRPAC observers noted that the coordination between the ASWM, DESRON, and the embarked ASW squadrons was outstanding.

READIEX 89 and COMPTUEX evaluation tested the ASW Module in a demanding subsurface threat environment. Coordinated ASW operations were conducted with VS, HS, HSL and VP aircraft along with Battle Group FOXTROT surface units and SURTASS units. The exercise accumulated over 30 hours of submarine contact time and an impressive 86 "constructive kills" conducted by ENTERPRISE ASW aircraft on the exercise target.

PACEX 89, was a joint evolution with the United States, Japanese and Korean surface and air units, testing the ASWM's ability to conduct sustained ASW operations in a multi-threat/multi-nation environment. There were in excess of 20 encounters with Orange Force submarines resulting in 36 "constructive kills."

## OT Division

During 1989, OT Division conducted a total of 7,437 hours of training which resulted in the qualification of three ASW Module Watch Officers, six ASW Module Watch Section Supervisors, three "3-M (301/302) Maintenancemen," 11 Damage Control qualifications, 12 Acoustic Analysts (ACAN-1/2), and six Tactical Plotters.

The following were installed in the module:

- AN/BQR-22A Sonar Receiver.
- AN/ARR-75 Sonobuoy Receivers - Allowed real-time monitoring of passive sonobuoys on either the LOFAAR recorders or BQR-22A passive waterfall display.
- ASN-123 TACNAV Shipboard System. - This Tactical Navigation system increased on-station effectiveness of the ASW helicopters by relaying a complete picture of tactical information to the ASW Module.
- ROOFTOP passive acoustic training system. -Transmitted simulated submarine signals to Battle Group units. This allowed realistic ASW analysis training during periods of low submarine availability.

All of the above improved the flexibility of module operations. Modifications to existing Module equipment included:

- Incorporation of EC-16 into the Torpedo Countermeasures Transmitting Set AN/SLQ-25 (NIXIE).
- Modification of the tape Packer/Winder (MX-10751/U) with change AVC-2244.
- Addition of an "error readout" printer and incorporation of Field Change 17 into the AN/UYK-20X(V) computer.

## EW Module

EW Module maintained its deserved reputation as the leaders in Battle Group FOXTROT Electronic Warfare. Tactical expertise was maintained during the SRA through a series of FCTCPAC Team Trainers, in which the module earned overall grades of 98 percent. Unsurpassed technical prowess was demonstrated in a rigorous set of pre-deployment work-ups, highlighted by grades of "Outstanding" for TRE, "Fully Ready" for REFTRA and an unprecedented 96 percent for COMNAVAIRPAC ATA. Additionally, ENTERPRISE EW personnel were specifically solicited by ATA inspectors to provide guidance in revision of inspection criteria. Complete M-1 readiness status was achieved within the first six weeks of work-ups and has since been maintained via completion of a staggering 608 ELW readiness exercises. EW Module laid the foundation for a stellar deployment with an extremely successful EMCON transit to WESTPAC which was high-

lighted by zero Soviet reconnaissance overflights of the Battle Group; a testament to the aggressive Emission Control program developed and maintained by all EW personnel. Throughout the multi-Battle Group operations of PACEX, ANNUALEX/TANDEM ALLY and VALIANT BLITZ, ENTERPRISE served admirably as the EW Control ship and Foxtrot Echo, routinely driving the entire Electronic Warfare battle problem. Throughout "Operation Classic Resolve," the EW Module continuously provided the Battle Group Commander with up-to-date information on a rapidly emerging threat. The EW Module was lauded by the operational commander, COMCRUDESGRU THREE, for sustained superior performance in support of the Flag in all aspects of Battle Group FOXTROT EW activities, and was singularly cited for the high level of professionalism demonstrated while participating in, and assisting with, Special Project Night Fury Operations.

# Intelligence Function

CVIC provided superb, timely, indepth intelligence support to all Battle Group units, including CDCG-3, CVW 11, and COMDESRON TWENTY-ONE. From the covert undetected transit to Seventh Fleet's AOR during PACEX 89, to the Philippine Coup Contingency Operations "Operation Classic Resolve," CVIC maintained the highest of standards of support spanning the entire intelligence spectrum. CVIC proved itself fully capable of supporting the Battle Group in any situation.

## Multi-Sensory Interpretation (MSI)/ Mission Planning

MSI served as the Maritime Reporting Unit for Battle Group FOXTROT producing over 300 Maritime Intelligence Reports for national and theater level commands. Additionally, MSI produced 10 intelligence information reports and numerous video-taped briefings supporting both Battle Group FOXTROT and CVW-11. MSI also provided finished intelligence products including recognition guides for PACEX participants and subsequent guides covering every area in which the battle group would operate. MSI served as the focal point for North Arabian Sea CONOPS, as well as emergent Philippine coup contingency planning ("Operation Classic Resolve"), for which it provided superbly innovative intelligence support to CVW-11 and operational commanders, in response to short-fused tasking.

Mission planning provided superbly tailored flight operations support to CVW-11, as well as served serving as a major dissemination point for timely intelligence updates to senior decision makers. An $8 million Secured Closed Circuit Television (SCCTV) upgrade resulted in enhanced SCCTV capabilities in support of CVW-11 operations.

## Supplementary Plot (SUPPLOT)

SUPPLOT provided flawless, timely OPINTEL support for Battle Group/Battle Force assets during PACEX 89. The initial tipper information provided to the TFCC Tactical Watch Team resulted in successful detection and intercept of over 25 Soviet air reactions to Battle Group/Force operations. The SUPPLOT Watch Team conducted preliminary reconstruction of Soviet regimental sized Badger raids against Seventh Fleet Battle Force in the Sea of Japan as well as initial analyses of other evolutions of interest to CTF 70 staff. Supplot watchstanders augmented CTF 70 during PACEX and provided OPINTEL training on board various units during COMPTUEX-89. During the Philippine coup, SUPPLOT provided exceptional intelligence support to Battle Group/Battle Force Warfare Commanders regarding ongoing events and analysis.

## Ship's Signal Explotation Space (SSES)

SSES set the standard for all SI-capable units in the Battle Group/ Battle Force. SSES provided exceptional first heard cryptologic support and critical tipper information during PACEX 89. Additionally, SSES's TACINTEL reliability exceeded 99 percent, leading the way in special intelligence communication support. SSES experienced a $300,000 upgrade of its special intelligence communications center and monitor room during SRA. The improved capabilities resulted in exceptional SSES communications and first heard support to both the ship and battle group during the Western Pacific/Indian Ocean deployment. Skillful installation of special purpose systems, including Tributary and LRSPRAC, enhanced SSES's contribution to intelligence operations while deployed.

## Photographic Laboratory

Photo Lab produced over 564,000 negatives, prints and slides during the year in support of CVIC Intelligence requirements, command briefs, documentation of naval exercises, criminal investigations, damaged equipment reports and both internal and external information. During PACEX 89, the photo lab flawlessly processed and duplicated over 23,000 feet of TARPS film, covering the Korean coastline in support of amphibious operations. The quality and the timeliness of this coverage earned the command a "Bravo Zulu" from Commander Task Force SEVEN SIX.

At the conclusion of ANNUALEX, Photo lab personnel produced high quality, color aerial photography of the 48 ship PACEX Battle Force for release to national and foreign media.

In support of contingency planning during the coup attempt in the Philippines, charts, satellite and TARPS imagery were reproduced on a massive scale to provide commanders with the support required for contingency planning.

The photo lab began the massive undertaking of photographing all internal ship spaces which are to be affected by the scheduled carrier overhaul in 1991.

# SAFETY DEPARTMENT

During the first quarter of 1989 ENTERPRISE was in an SRA, and therefore in an industrial environment. The Safety Department had been augmented by six TAD petty officers to enable the department to cover the work that was going on around the clock during SRA. Emphasis at that time was on:

- proper protective equipment
- fire watches
- proper gas free procedures
- ensuring the many electrical cables strung out around the ship did not unduly hazard the crew
- preventing the mishandling of hazardous material

In April, the emphasis of the Safety Department changed as the TAD personnel returned to their parent departments and the crew began getting ready to return to sea. This required attention to:

- flight deck safety
- hangar deck safety
- missile hazards in shops and berthing spaces
- FOD
- noise hazards around aircraft
- damage control
- water tight integrity
- Refresher Training safety

Under new federal laws and international agreement, plastic disposal at sea became illegal effective 1989. The task of keeping control of ENTERPRISE plastic disposal was given to Safety. A small group of TAD sailors was assigned for this purpose, and beginning the first day at sea, a plastic management program was instituted. No non-food contaminated plastic was dumped into the sea by ENTERPRISE at any time during 1989.

ENTERPRISE onloaded nearly all of the conventional ordnance that would be aboard over a two day period at the beginning of the deployment without incident. The weapons were brought aboard by conrep and vertrep on 19 and 20 April. The onload, movement below, and stowage were marked by deliberate safe professionalism.

By 1 May, ENTERPRISE was ready for REFTRA, and proved it over the next 10 days. The ship returned to NAS Alameda with a newly awarded Battle "E" for 1988 and such a thoroughly successful REFTRA that the "Big E" was already far ahead in the race for a 1989 repeat.

During the 14 May to 4 June upkeep period, ENTERPRISE underwent a command inspection conducted by COMCARGRU THREE. The Safety Department had no major or minor discrepancies, and only a few comments concerning the safety program.

During COMNAVAIRPAC's 10-14 July 3-M inspection, Safety Department obtained a 100 percent on the Administrative portion and on spot checks.

On 25 July ENTERPRISE went to sea again to conduct Battle Group operations and extensive flight ops beginning with a very successful CQ of Airwing 11. This three week period saw the ENTERPRISE/CVW 11 team become proficient in operations with Battle Group FOXTROT and extensive sea and flight ops were conducted without any loss of men or material.

From 17 August to 16 September, ENTERPRISE was inport NAS Alameda for Preparation for Overseas Movement (POM). All final arrangements for deploying on an extended overseas deployment of 54,000 miles that would end with the "Big E" going around the world and change homeport to Naval Station Norfolk. The end of this POM period also marked a very successful year for ENTERPRISE with regards to traffic safety. There were only seven vehicle mishaps and only four motorcycle mishaps. All were minor and none included any serious injury to ENTERPRISE personnel.

World Cruise 89/90 began on 17 September. After another successful CQ, the ENTERPRISE participated in PACEX 89. CINCPACFLT PACEX and SEVENTHFLT PACEX were the largest fleet exercises since WWII and at one time involved over 50 ships. PACEX, which was a series of exercises which took place over the entire breadth of the Northern Pacific Ocean from California to Korea, required extensive flight ops and ship ops of every kind and in all conditions. All were completed safely with impressive results.

The Safety Department and the ship worked hard to complete all PACEX requirements successfully, and worked hard to prepare the crew for a successful port visit in Hong Kong. As a result ENTERPRISE was commended by COMSEVENTHFLT, COMCRUDESGRU THREE, and COMUSNAVPHIL for a very successful and safe port visit.

ENTERPRISE departed Hong Kong on 6 November, and to help

get the crews' minds back on track for the work to be done, a Safety Standdown was conducted. Prior to arrival at Subic Bay, Republic of the Philippine Islands (RPI), ENTERPRISE was involved in Ernest Will and Cope Thunder exercises.

Subic Bay was a working port for ENTERPRISE and a great deal of upkeep work was scheduled and accomplished. On 17 and 18 September, a Navy-wide Safety Standdown was conducted. The Safety Department set up a comprehensive review of the ship's PQS and PMS programs, supervision, training, material condition and all personal protective equipment. Reports from all departments were received concerning their accomplishments during the standdown and a report to COMCRUDESGRU THREE was sent for consolidation into a Battle Group report on the standdown to COMSEVENTHFLT.

From 21 to 23 November, ENTERPRISE was at sea avoiding Typhoon Hunt. The typhoon passed over the northern portion of Luzon Island and did not cause harm to Subic Bay, thereby allowing ENTERPRISE to return to Subic Bay on 24 November.

More upkeep work was done from 24 - 27 November. The ship then left Subic to conduct ops south of Luzon in waters where sea space was restricted by surrounding land. When ENTERPRISE returned to SUBIC on 28 November, an attempted coup d'état was underway against the government of the Philippines. ENTERPRISE and Battle Group FOXTROT was then tasked by JCS to remain nearby with the MIDWAY Battle Group to conduct whatever tasking might be assigned by JCS. The crisis lasted about a week and ENTERPRISE was able to return to Subic on 8 December for last minute preparations prior to resuming on the journey westward on 10 December.

The next stop on the journey was Pattaya Beach Thailand, where the Battle Group arrived 14 December. This port visit was also marked by a very low rate of incidents. ENTERPRISE departed Pattaya on 19 December.

From 19 - 21 December the ship transited from Pattaya to Singapore. The Singapore visit was from 22 - 27 December, and once again a very safe, enjoyable and rewarding port visit.

Enterprise left Singapore on 28 December, and to help continue the success experienced throughout 1989, a Safety Standdown was conducted in the afternoon. All areas of proper work procedures for everyone from the shops to the flight deck were covered. ENTERPRISE ended the year at the doorway to the Indian Ocean after a successful transit of the Straights of Malacca.

## *Safety Scoreboard 1989*

| | |
|---|---|
| Class "A" aircraft mishaps FM/FRM/AGM | 0/0/0 |
| Class "B" aircraft mishaps FM/FRM/AGM | 0/0/0 |
| Class "A" PID/MPD mishaps | 0/0 |
| Class "B" PID/MPD mishaps | 0/0 |
| Aircraft mishap related fatalities | 0 |
| Other shipboard fatalaties | 0 |
| Shipboard fires | 0 |
| Shipboard flooding | 0 |
| Motor vehicle mishaps | 7 |
| Motor vehicle fatalities | 0 |

# SUPPLY DEPARTMENT

## January - March

ENTERPRISE's inport time during Selected Restricted Availability (SRA) was a time of significant changes within Supply Department. The efforts made during this period paved the way for a successful workup period and deployment.

Numerous tiger teams were established to paint, preserve, rehabilitate and renovate hundreds of departmental spaces. In addition, over 100 pieces of galley and wardroom food service equipment were replaced and installed. Two ship's store outlets were completely renovated and the ship's store opened a luxury store for cameras, VCR's, stereos and other high priced merchandise.

Supply negotiated their new Aviation Consolidated Allowance List (AVCAL), which included increased allowances of over 1,000 repairables and 1,400 consumables, and the addition of 1,600 new consumable allowances. The department also completed a full offload, inventory, and restoration of the Maintenance Support Package storeroom. Over 25,000 items were inventoried, improving inventory validity from 82 to 99 percent.

The departments organization was changed by adding a 3-M Maintenance Division and a full time Quality Assurance Division. They continued to implement new procedures throughout the first quarter, including continued use and testing of Automated Teller Machines (ATM's) for Disbursing, the handling of hazardous material and waste by the Material Division, and an effective ADP security program.

Statistically, the first quarter was very successful. Supply met five of seven Navy Stock Fund goals in January and February, and six of seven in March. The repairables inventory was reconciled to within $1.1 million, the best in AIRPAC.

## April - June

The second quarter was busy as the department relearned their at-sea routine after seven months inport. Prior to leaving SRA, several thousand pallets of material, of all types, were onloaded to support ENTERPRISE and CVW-11. Supply successfully completed Refresher Training (REFTRA) and Advanced Training Assessment (ATA) with aircraft readiness rates of 87/84 and 85/81 percent respectively. The department received a grade of "Outstanding" during graded REFTRA Consolidated Shipboard Allowance List (COSAL) support and emergency parts breakout exercises.

During the second quarter, over 250,000 meals were served onboard ENTERPRISE. The ship's store made stock turn and placed over $1.3 million in material orders to support the upcoming deployment. The ATM's were successfully tested in an at-sea environment. The readiness divisions inventoried 15,000 items and identified 7,000 items valued at over $2 million as excess for offload.

The AIRPAC Annual Supply Management Assist Team visited ENTERPRISE and evaluated Supply's deployment preparations and readiness to support ENTERPRISE and CVW-11. Also, final preparations were made for upcoming 3M and Supply Management Inspections.

## July - September

The third quarter was one of transition and final preparations for deployment. CDR [redacted] relieved CDR [redacted] as Supply Officer on 14 July. Supply passed their portion of the command's 3-M inspection with a 91 percent accomplishment rate. The Supply Management Inspection was held from 8 - 12 August. Supply Department received an overall grade of "Excellent."

The Pre-Overseas Movement (POM) period was very busy for the department. Over 4,000 pallets of stock material was onloaded during a three week period. Provisions, ship's store stock, consumables, aviation repairables, and $10 million in cash were loaded aboard. Two additional ATM terminals were installed, bringing the total number onboard to eight. The capacity of each machine was increased to $130,000. Storerooms were filled in preparation for our first 45 days of deployment which would all be at sea. AVCAL/COSAL percentages at the start of the deployment were 92/86 and 89/84 percent respectively.

## October - December

The first 45 days of deployment, as expected, were spent at sea. With only one major underway replenishment during this period,

Supply's logistics were seriously tested. However, the thorough preparations during the POM paid off, in that there were minimal supply disruptions to shipboard routines, and support for CVW-11 remained at historically high levels.

The concept of "Battle Messing," where every ship used the same menu for ten days, was tested. The meals were simple, easy to prepare, and were well received by the crew. The concept is designed so logistics support ships can push supplies to forward deployed units.

Aviation support was superb throughout the first half of the deployment. CVW-11 set a record with over 6,000 flight hours during October. They placed over 15,000 aviation parts demands, of which Supply Department achieved a 90 percent net effectiveness. Off-ship Not Mission Capable Supply (NMCS)/ Partial Mission Capable Supply (PMCS) averaged a very low 12.

In November, Supply Department carried out a major resupply onload. Over 7,000 pallets of material were brought onboard. During the quarter, the Material Division processed 17,066 issues and stowed 8,050 receipts. They also shipped 2,227 repairables back to the designated overhaul point for repair. Also in November, the department loaded a new COSAL which added 3,500 items to our onboard allowance.

December port visits in Subic Bay, Republic of the Philippines; Pattaya Beach, Thailand; and Singapore, provided the opportunity for some well deserved liberty and final stores top-off before moving on to the Indian Ocean. At the end of December, AVCAL/ COSAL percentages were 91/87 and 87/83 percent range and depth, and the Supply Department was loaded and ready to support ENTERPRISE and CVW-11 for the remainder of World Cruise 89-90.

# TRAINING DEPARTMENT

Training is a relatively small, yet diverse department responsible for Educational Services, Temporary Additional Duty, Special Services, Career Counseling, Drug and Alcohol Prevention and Assistance, and Advancements. Calender year 1989 proved to be a successful year resulting in significant accomplishments for all offices in the Department.

Training secured over 3,000 school quotas for "A" and "C" schools. The first eight months of 1989, while ENTERPRISE was pierside, Educational Services was involved with personnel enrollment in local colleges around the Bay Area through use of the Navy Tuition Assistance Program. On board, the DANTES Independent Study Program was successful in enrolling 45 people. During the same period, three candidates were accepted into the LDO program and one CWO received his commission. During the last four months of 1989, ENTERPRISE was deployed on World Cruise 89-90. At that time, the ESO function shifted to supporting educational programs by administering exams for SAT, GED, CLEP, GRE, GMAT and LSAT. PACE classes commenced upon departure covering academic areas such as Psychology, Intermediate Algebra and Sociology. PACE participation during the first cycle was outstanding, resulting in a 90 percent completion rate.

On the Advancements side of the house, 2,337 E4 through E7 Navy-wide exams were provided for ENTERPRISE personnel. A total of 77 E-8 and E-9 validations were submitted to their respective boards for advancement consideration and an impressive 28 percent advancement rate was enjoyed by the ship's crew. The Advancement Office also performed approximately 976 non-rated advancements.

ENTERPRISE is proud to report an overall increase in net retention for 1989. With increases in first term and career retention, we established an upward trend in retaining quality personnel. Despite a short turn around cycle, a difficult SRA period, a very intensive work-up cycle and an impending homeport change after deployment, we have coped with the problems of retention. The Command Career Counselors attended every homeport change conference to stay abreast of detailing procedures and anticipated problems. Besides keeping the crew informed, they provided guidance and, in many cases, orders for the vast majority of the crew. We maintained a "Home Port Change Telephone Hotline" to take questions, and published answers in the Plan of the Day. Our counselor to client ratio was 1:23. This included 17 Departmental and 126 Divisional Career Counselors. Every one of these counselors completed a 24 hour Career Information and Counseling course during the previous 18 months.

During the year, our Professional Development Board provided screening and guidance for 376 ENTERPRISE crewmen. 317 non-designated personnel received six week interviews, 24 were nominated for "A" school, 21 were nominated for "C" school, four petty officers were recommended for rating conversion, 10 people interviewed and were recommended for alternative/rescreen, and seven were counseled for ASVAB retake. This year's retention figures are also impressive. ENTERPRISE retained 21 percent first term, 38 percent second term and 72 percent career enlistees.

The Command CAAC/DAPA division had an busy year, screening over 250 people. Of these, 117 were recommended for NADSAP Level I, 76 were recommended for Level II, 22 were recommended for Level III, and 12 were recommended for administrative separation. There are currently five groups conducting Aftercare meetings, averaging 80 people in attendance. Our Outreach Program consists of ship's indoctrination, course lectures, departmental lectures, ADAMS courses and televised GMT. On board Level II outpatient treatment was conducted on three separate occasions graduating 34 personnel. Qualified resources from within ship's company made a strong impact on the quality of information taught.

Special Services was active throughout the year, providing a variety of functions including a major gym renovation project and organizing team sporting events. During the deployment, Special Services provided tours, hotel accommodations and sports tournaments in every port. Of particular note was the Admiral's Cup competition in Subic Bay, Philippines where a dozen separate sporting events were organized for all of Battle Group Foxtrot.

Additionally, Training Department played a key role in organizing comprehensive training for 32 Naval Academy and NROTC midshipmen.

# WEAPONS DEPARTMENT

| | |
|---|---|
| **February** | Navy Technical Proficiency Inspection (NTPI) |
| **April** | Conventional Ammunition Onload |
| **May** | Weapons Safety Assist Team Visit |
| **June** | Nuclear Operational Readiness Exercise (NOREX)<br>Nuclear Weapons Operational Safety Review (OSR)<br>Nuclear Weapons Quality Assurance System Test (QAST) |
| **July** | Shipboard Explosive Safety Inspection (SESI)<br>Mine Readiness Certification Inspection (MRCI) |