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Encl: (1) USS ENTERPRISE 1993 COMMAND HISTORY
(2) Photographs of CO and XO
(3) Selected USS ENTERPRISE "Shuttle" newspapers
(4) Selected USS ENTERPRISE "Big E" magazine

1. Per reference (a), enclosures (1) through (4) are forwarded.


R. J. NAUGHTON

Copy to:
COMNAVAIRLANT (w/o enclosures)

Command and Organization
UNITED STATES SHIP ENTERPRISE (CVN-65)
1 January - 31 December 1993

Key Personnel:

Captain Richard J. Naughton, Commanding Officer, USS ENTERPRISE (CVN-65)

- Commanding Officer after 27 August

Captain Daniel C. Roper, Commanding Officer, USS ENTERPRISE (CVN-65)

- Commanding Officer until 27 August

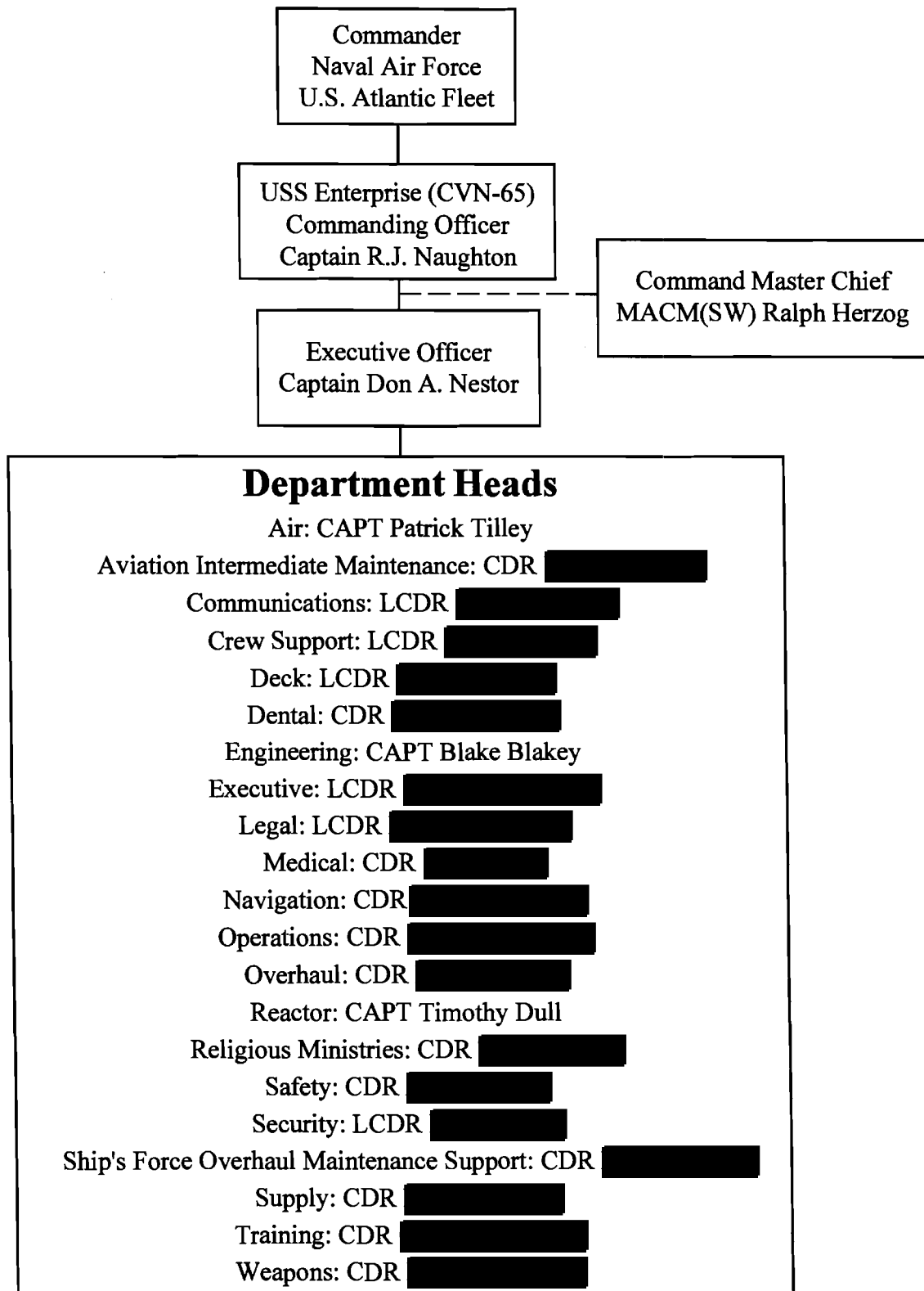
Captain Don A. Nestor, Executive Officer, USS ENTERPRISE (CVN-65)

- Executive Officer after 1 March

Captain Isaac E. Richardson, III, Executive Officer, USS ENTERPRISE (CVN-65)

- Executive Officer until 1 March

COMMAND ORGANIZATION



Command History
UNITED STATES SHIP ENTERPRISE (CVN-65)
1 January - 31 December 1993



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AIR DEPARTMENT

Air Department continued to make great strides in the overhaul during 1993. The Air Boss, CDR [REDACTED], transferred to FASOTRAGRULANT Norfolk, Va. and was relieved by CDR Pat Tilley in May. Commander Tilley was promoted to Captain in August. LCDR [REDACTED] temporarily assumed the responsibilities as Mini Boss until CDR [REDACTED] reported in August. The Air LCPO, ABCM [REDACTED] transferred to Millington, Tenn., in April and was relieved by ABCM [REDACTED]. Air Department's 3-M Coordinator, ABHC [REDACTED], transferred to Pensacola, Fla., in December. Air focused its efforts on completing the overhaul package as well as beginning preparations for sea trials next year.

Air Department also said goodbye to LCDR [REDACTED] who transferred to Naval Recruit Orientation Unit Pensacola, Fla.

V-1

V-1 and V-3 divisions were combined until August of 1993, when the Hangar Bay Division was re-activated.

V-1 Division completed fabrication of flight deck safety nets at SIMA Portsmouth and installed all 194 nets. Other flight deck work included catwalk, netframe, scupper and padeye rehab. They completed the rehabilitation of 17 interior spaces.

A huge addition was made to the division's overhaul work package with the flight-deck non-skid job, which encompasses 194,332 square feet of flight deck. Though the majority of the job will be conducted in 1994, the division began non-skidding elevator #4 in December.

V-1 Division completed over 41,000 manhours of overhaul work in 1993. This involved 91 jobs, representing one third of the total overhaul work assigned to the divisions.

V-1 Division sent 18 personnel TAD to other carriers for in-rate training. USS America, USS John F. Kennedy and USS George Washington all hosted detachments from Enterprise. In preparation for flight deck certification and eventual flight operations, V-1 Division sent two men to ABH "C" school and two men to ABH "A" school.

V-1 also organized into an operational flight deck division. In March, the Crash and Salvage work center was stood up, with the initial mission to rework all the AFFF and saltwater stations on the flight deck. The division took back damage control maintenance for its spaces. AV00 and AV01 workcenters were re-created. By August, the Crash Crew was proficient enough to participate in the annual "Crash Olympics". Enterprise's Crash Crew performed admirably, scoring 99 out of a possible 100 points during the drill sessions.

V-1 Division grew from 38 to 78 personnel by August, at which point V-3 Division split off.

V-2

V-2 Division expended more than 75,000 hours of shipyard alterations to Aircraft Launch and Recovery Equipment. This included more than 50,000 hours of ship's force support as well as 25,000 man hours spent in the rehabilitation of 210 spaces. All of this was accomplished on or ahead of schedule which allowed V-2 to assist the Medical Department with 5,000 man hours of work on renovation of their spaces.

The past year saw the ALREMP Quality Assurance and Maintenance programs built from nothing to fully functioning programs.

The division grew from 2 to 15 operating work centers. Incorporated was an extensive PQS training for personnel both on board and TAD to other commands. This in turn led to numerous qualifications.

LCDR [REDACTED] was relieved as Division Officer by LCDR [REDACTED] in July. The Quality Control, Maintenance Support and Maintenance Control branches are maintaining a close liaison and providing valuable support to the shipyard and various outside rework facilities. This ensured that Enterprise received the most up-to-date mode of ALRE equipment and that it was installed correctly, operates safely and provides maximum efficiency while reducing maintenance repair requirements in the future.

V-3

1993 was a big year for the V-3 Division. In the summer, V-3 separated from the combined V-1/V-3 Division to become a separate division and assume their share of the work package to bring Enterprise back to sea. Besides the overhaul of divisional spaces, V-3 planned the overhaul of the Hangar Deck which began in November.

Between the summer and fall 1993, V-3 tripled in size from 20 to 60 personnel.

With the new personnel in place, V-3 began the initial phase of the Hangar Deck overhaul, a 40,000 manhour project to overhaul the overhead. Working around the clock, V-3 removed sound attenuator panels, prepared the overhead for primer and lagging insulation, removed old overhead lights and cables and checked IMC circuits. V-3 was able to finish this initial phase ahead of schedule, due in large part to members TAD from other divisions. The rehab crews had a wide range of talent from EMs, MMs, HTs, ENs, DCs and ICs. V-3 was able to utilize this pool of talent to work in a model of TQL.

V-3 hopes its success of working across divisional and departmental lines will serve as a model for the rest of the ship and speed completion of the largest ship's force workpackage in naval history.

V-4

The Aviation Fuels Division in 1993 continued working on the largest overhaul of any JP-5 fuel system ever attempted by ship's force personnel.

From January through July, the Fuels Division preserved 36 JP-5 fuel tanks. From June through October, 19 fueling stations were put back together after replacing the swivel joints on 64 hose reels. In September, the division moved back to their office spaces on the ship.

During November, the shipyard started moving their service pumps, transfer pumps, purifiers, stripping pumps and the jet test pump back to the JP-5 rooms (all pumps also included the pump motors). In December, the division started installing the pumps and motors and aligning them to their reduction gears and piping. While the shipyard was on Christmas break, the division chipped the bulkheads in both pump rooms and had the forward pump room painted.

Training accomplished during the year included sending over 100 personnel to a wide variety of schools. The primary schools were "Aircraft and Shipboard Fire Fighting" and "Shipboard Aviation Fuels Refresher." Other personnel took "Total Quality Leadership" courses, "3M Admin/OPS" and NLDP. Four personnel went on detachments.

Through the year, V-4 grew to 77 personnel.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

The Aircraft Intermediate Maintenance Department (AIMD) continued to excel in what is clearly an atypical environment for aviation maintenance professionals during 1993. Faced with manning levels that were initially twenty percent of normal complement, AIMD successfully accomplished numerous critical milestones and realized an estimated savings of \$1,450,000.

IM-1

IM-1 Division had huge success in its first IMRL inventory since the offload in 1990 with 100 percent accountability and accuracy. Material Control tracked and maintained an inventory of more than 14,000 items of Support Equipment (SE) and associated hardware valued in excess of \$125,000,000. ENTERPRISE is one of only two activities in the Atlantic Fleet with 100 percent Activity Inventory Record accuracy. In addition, the departmental Tool Control Program was established and five work centers were backloaded with SCOOP, OSI, IMRL, TOL, and miscellaneous items. By the end of the year, over 1,449 IMRL items were received and 818 items were transferred. Concurrent with this effort, 9,709 TOL items were tracked with 564 received this year.

The Quality Assurance Branch commenced an extraordinary effort to inventory, update and catalog over 16,000 Aeronautical Technical Publications and changes which will be required for maintenance and support of the embarked Air Wing. In addition to the Central Technical Publications Library, thousands of publications will be distributed to more than 20 dispersed libraries. The Quality Assurance Division is also making steady and aggressive progress towards completing over 26 Maintenance Instructions (MI's) required for numerous Naval Aviation Maintenance Programs. Quality Assurance utilized every asset available, including all levels of instructions and COMNAVAIRLANT/COMNAVSAFCEN review.

The Maintenance Administration Branch successfully completed its transfer from COMNAVAIRPAC to COMNAVAIRLANT by acquiring all pertinent instructions and notices required for AIMD. A comprehensive Monthly Maintenance Plan (MMP) has been established and includes an extensive listing of the departmental milestones through the completion of the Refueling/Complex Overhaul (R/COH). Brilliantly conceived, this plan includes all aspects of SE rework, manpower and training requirements, preparation of Air Wing maintenance shops and Automatic Test Equipment (ATE) certification/verification. Additionally, training and manpower issues were addressed and established, highlighting crew certification requirements, including Battle Bill, PQS, and professional training.

IM-2

IM-2 Division was re-established in November 1993 and began an aggressive agenda to stand up the Oil Analysis Lab, Non-Destructive Inspection (NDI) Lab and Jet Engine Test Cell. Concerns during this period included relocation of the Oil Analysis Lab to accommodate expanded physical properties testing, as well as an unfunded shipalt to install stronger restraint systems to allow testing of the GE-F110 and GE-F404 engines.

IM-3

IM-3 Division came on strong this past year. Among the most notable accomplishments were bringing the calibration laboratory to operational status 9 months ahead of schedule and the MA-2 Generator Test Set in Avionics Shop 2 on line 7 months ahead of schedule. And to top that, the AIMD cal lab recently converted into "the ship's cal lab", servicing over 10,000 items requiring calibration for 6 departments. Other avionics shops are not far behind. As soon as IM-5 Division completes rehabbing a shop, IM-3 backloads equipment, tools, pubs and furniture to set up individual work centers. IM-3 has had its hands full trying to stay on IM-5's heels. Automatic test stations are being installed now and in spring of '94 the air will be thick of free-flowing trons test bench verification.

IM-4

In June, IM-4 Division preserved over 250 end items of Support Equipment (SE). By October, numerous SE were transported to St. Juliens Creek. IM-4 repaired 386 TD-1A aircraft tiedown chains, 1 NET-4 Engine Trailer, 3 Ejection Seat dollies, and 6 aircraft jacks. This detailed preservation and corrosion prevention program created a savings of over \$200,000 in materials and hundreds of man-hours ensuring the maximum availability and serviceability of this crucial equipment at the conclusion of the ship's overhaul.

IM-5

IM-5 Division was responsible for the accomplishment of the Ship's Force Work Package, overhauling 75 AIMD spaces and completing 500 of 750 KeyOps encompassing over 21,000 man-hours. The Damage Control/PMS Branch accomplished over 1,300 maintenance actions on electrical, damage control, ship's structure and safety equipment. Additionally, the branch was tasked with repainting all stencils and "bullseyes" in completed spaces.

AIMD consistently achieved quality results and demonstrated "TAKE PRIDE IN 65" by improving the comfort and welfare of its personnel while instilling total professionalism and teamwork throughout the department.

COMMUNICATIONS DEPARTMENT

Message Traffic:

In 1993 approximately 16,000 incoming and 4,000 outgoing messages were processed by the Communications Department. The computer to computer connectivity (Gate Guard) with NTCC Portsmouth has proven to be very reliable and eliminates the time consuming and costly message runs by Comm messengers. In the future Enterprise will shift its Comm. Guard from NTCC Portsmouth (Guard Gate) to NCTAMSLANT (Procomm).

Ship Alterations:

Preparations continue for ship alterations in the main Communications Center and should be completed by early April 1994. These shipalts include the Navy Standard Teletype (NST) installations and NAVMACS II upgrade. The HFRG (HF Broadband) Communications installation scheduled for '94 has been moved to the PSA period in '95. Combat system checks for communications equipment are scheduled to commence in April '94.

Space Preservation:

Communications Department has completed approximately 90 percent of its space overhaul effort. Additionally, restoration of deck edge antenna platforms has been completed and all antennas have been remounted.

Training:

The departmental training program continues to provide comprehensive coverage for personnel participating in rating exams. The effort to qualify all departmental personnel in fire fighting and DC PQS is proceeding at a rapid rate. Personnel are also training aboard the USS George Washington during underway periods.

CREW SUPPORT DEPARTMENT

Activities:

Responsible for Enterprise Fitness Center, Captain's Cup competition, command athletic teams, clubs and any non-Special Service related activities. Also serves as the Command Fitness Coordinator.

Fitness Center:

- Located topside in the Julius Conn Gymnasium
- Hours: 0500-2200 weekdays, 0800-2000 weekends
- 3,000 sq.ft. of exercise equipment (free weights and cardiovascular equipment like Lifecycles and life-fitness equipment), showers, changing room, towels, gear issue including golf equipment, footballs, basketballs, softballs and more

Captain's Cup Competition:

- Sports offered: Volleyball, Basketball, Darts, Billiards, Golf and Bowling

Enterprise teams:

- Chartered and approved by the XO, funded by the Rec. fund and approved by the Rec Committee
- Currently chartered teams: Basketball, Volleyball, Boxing, Hockey, Softball and Baseball

Enterprise clubs:

- Chartered through the XO, not normally funded by the Rec. fund
- Currently chartered or organized clubs: Volleyball, Tennis, Golf, Running, Billiards, Darts, Basketball, Softball, Soccer, Sailing, Wrestling, Mountaineering, Fishing, Hockey, Flying and Flag Football

Activities:

- Track Club and command special interest events and athletic activities. Examples: Local runs, special activities; Junior Achievement Bowl-a-Thon, Nutrition seminars, City Tournaments, Health Fairs and providing equipment and assistance to Enterprise Spring and Summer picnics

Command Fitness Coordinator:

Acts as special assistant to the CO/XO on all physical readiness matters. Plans, executes and monitors all command PRT's. Manages the command reconditioning program (level 1). Meets with departmental fitness coordinators weekly.

Command PRT:

- April 1993
- October 1993

Command Reconditioning Program:

- Cornerstone of the physical readiness program and has been copied by many commands
- Current enrollment: 196
- Classes are offered three times weekly. They include comprehensive reconditioning programs involving muscular and cardiovascular exercises.
- Auxiliary workout equipment is offered to duty section personnel and Reactor/Engineering aboard the ship.
- Monthly practice/make-up PRT's
- Requirement: Participants must attend 3 classes a week unless medically waived or otherwise excused by their departmental fitness coordinator. Attendance is monitored and reported on a monthly basis to the XO, Department Heads and Departmental Coordinators.
- Additionally offered are weight control counseling and nutrition classes.
- Lectures are given to I-Doc classes on proper nutrition, diet tips and command PRT program.
- Enrolled personnel are measured monthly for body fat.

Housing Division:

January 1993 marked the third year of the Crew Support Housing Division. This division consisted of 13 personnel to accommodate and inspect the government leased apartments and Huntington Hall. Due to the scheduled renovation of a deck in Huntington Hall, 31 rooms totaling 124 beds were vacated. The personnel were moved to newly acquired apartments. At the end of 1993, the Housing Division was responsible for 418 government leased apartments totalling 1,244 beds and the Huntington Hall second deck totalling 67 rooms and 268 beds.

During 1993, the nine housing inspectors collectively manned three teams consisting of two or three inspectors (E-5s or E-6s). They inspected all government leased apartments and Huntington Hall units weekly totaling 26,213 inspections. Along with the weekly inspections, the teams processed 847 personnel checking out of government leased apartments and 1,095 personnel checking into government leased apartments.

The Housing Division, supplemented by the other Crew Support divisions, maintained a Housing Response team 24 hours a day.

Transportation Division:

Transportation Division continued to provide the required services needed to support the ship and crew during the complex overhaul/refueling. The division began the year with an overall total of 83 vehicles comprised of 42 sub-custodied to different departments, 26 maintained in the division's pool and 15 (40) passenger busses. This constituted the second largest mass transit on the Peninsula, second only to PENTRAN's.

Transportation Division had its busiest and most productive year despite the downsizing of personnel and vehicles. Towards the second half of the year, the inventory of vehicles was reduced to a total of 52, comprised of 31 sub-custodied to different departments, 17 in the division's pool and 8 (36) passenger busses. This reduction resulted in a major cost savings for the command. The division continually remained flexible to meet ever changing demands as the ship's overhaul effort progressed toward completion. There was an increased demand for 2.5 and 5 ton truck support as the different departments began to requisition material and equipment from the SFOMS warehouse.

Additional truck support was also required as the off-ship support work centers began to move operations back on board. The disappearance of 48th street parking lot and the consolidation of apartment runs greatly alleviated the workload, off-setting the reduction in personnel.

Despite maintaining their primary mission of transporting the crew from government leased apartments and parking lots and delivery of material and equipment from outlying warehouses, Transportation Division accomplished the following:

- provided vehicles for the Enterprise crew and career counselors for Detailer shuttle runs to Washington D.C.
- provided busses and drivers for command functions such as Summer Slam, Spring Fling, Enterprise functions at the Hampton Coliseum and various other command sponsored recreational activities.
- provided transportation services to support Enterprise and Supervisory of Shipbuilding Change of Command.
- Supported medical runs for personnel going to outlying medical facilities such as Naval Hospital Portsmouth and Langley AFB.
- provided pick-up and drop-off services to airports and local commands for personnel reporting aboard or on temporary duty for training.

Significant milestones and achievements during 1993:

- Transported 461,351 passengers and logged over 1,200,000 miles since the division's birth on 4 October 1990. Additionally, the Transportation Division has hauled more than 1,800 tons of material and equipment to support the overhaul effort.

DECK DEPARTMENT

January-March:

Deck Department, in its efforts to spearhead the "haze gray and underway" attitude completely overhauled the Foc'sle. Approximately 3,500 man-hours were utilized to complete what has become the primary ceremonial area on Enterprise for retirement, reenlistment and award ceremonies. Other work included the refurbishment of interior spaces and the overhaul of berthings and heads for crew move aboard.

April-June:

In addition to the ongoing overhaul effort, Deck Department was given an outstanding on the 3M Insurv Assist. The Captain's Gig was removed from its winter storage and refurbished. The Ombudsmen and their spouses were invited by the Captain to attend the Hampton Roads Bay Day Celebration on board his gig.

July-September:

As Deck Department began to return to full strength, personnel were sent to other commands to prepare them for operational readiness. Deck personnel got underway with the USS Merrimac and USS Theodore Roosevelt. One hundred percent of Deck Department contributed to the Combined Federal Campaign.

October-December:

As the year came to a close, the ship began to onload equipment that had been removed three years ago to facilitate overhaul. Deck split from one division to the original four divisions and prepared to reman operational watch stations. In closing the year, Deck Department prepared for 1994 by readying Underway Replenishment equipment, refueling gear, the motor whale boat, Captain's gig and liferaft holders for sea trials. Deck personnel spent underway time on the USS George Washington receiving valuable watchstander training.

Overhaul production summary for 1993:

- 27,612 man-hours and 209 KeyOps

DENTAL DEPARTMENT

The Enterprise Dental Department had another exceptionally successful year. High quality dental care was provided to Enterprise crewmembers while the overhaul of the shipboard dental spaces progressed on schedule. The Dental Department staffing was less than 75% of operational billeting.

Because of a highly effective combined dental/medical birthday month recall program, Enterprise dental readiness increased over five percent and remained above 85%.

The overhaul of the dental spaces progressed toward a state-of-the-art clinic. A shipalt was proposed, designed and enacted to the blueprint stage. Monetary constraints threatened to prevent its execution during this overhaul period. However, modularizing and modifying the scope of the package will allow the implementation of a significant portion of the shipalt by ship's force.

As 1993 came to a close, the reactor spaces below dental were closed and the dental spaces were reclaimed from shipyard control. Decks were taken down to bare metal, bulkheads rearranged and the general strip out and prep of the Dental spaces commenced. Track mounted movable storage racks were installed in the store room. Berthing was painted and tiled. The head required extensive welding of rusted bulkheads and remained with "headhab" for completion.

The Dental Department also stood out in the arena of community service. A "Preventive Dentistry Day" was presented in conjunction with National Children's Dental Health Month at the Enterprise's "adopted" school. Four hundred children at John Marshall Elementary school received an introduction to military dentistry and personal dental hygiene instructions.

The department's oral surgeon spearheaded the ship's Combined Federal Campaign. The Enterprise exceeded its goal by 150 percent and was in the top five military units on the Peninsula.

The members of the Dental Department were honored by the CFC with the "Superior Department Award" as the highest per capita donators on the ship.

This was also a very good year for individual progress. Almost half of the department achieved advancement with a newly promoted LCDR, DTC, DT1; and, two DT3's. The entire department attained small arms qualification.

ENGINEERING DEPARTMENT

MACHINERY DIVISION

January-March:

- Completed a one-for-one fastener swap in the firemain and seawater systems in the propulsion spaces
- MTT visit
- Continued Reserve Feed Tank preservation and Reserve Feed flushes
- Completed status update of all gages in six propulsion spaces
- Performed lube oil onload in #1 Main Machinery Room (MMR) and #1 Auxiliary Machinery Room (AMR) and completed lube oil system flushes
- Groomed #1 MMR steam systems with shore steam in preparation for testing
- Commenced gauge board replacement
- Worked numerous valve replacements and overhauls

April-June:

- Commenced Steam Plant Testing in #1 MMR
- MTT visit
- Completed preservation of Reserve Feed Tanks in #1, 2 and 3 plants
- Performed lube oil onload in #2 and #3 MMR's, and completed lube oil system flushes in #3 MMR
- Completed Reserve Feed flushes in #3 MMR

July-September:

- Fabricated and installed Main Feed Pump recirculation lines and recirculation check valves in #1 and #3 MMR's
- MTT visit
- Completed lube oil and reserve feed flushes in #2 MMR
- Commenced Steam Plant Testing in #3 plant. Testing completed in #1 plant except for the Main Engine (ME) and #1 Main Circulating Water Pump (MCWP)
- Completed testing of #1 and #8 Ship's Service Turbine Generators (SSTG's), all Main Feed Pumps (MFP) in #1 and #3 plants, and both Coolant Turbine Generators (CTG) in #1 and #3 plants
- Completed change out of Water Treatment system demineralizer retention elements.
- Commenced overhaul of #3, 4, 5, and 6 Potable Water pumps
- Completed operational testing of pneumatically operated steam valves in #1 and 3 plants, and #1 AMR
- Replaced Moisture Separator Drain Regulators on #1 and #3 Main Engines
- Performed first spin test #1 Main Engine

October-December:

- MTT visit.
- Commenced Steam Plant Testing in #2 and 4 plants. Completed testing of #7 SSTG, both CTG's and all MFP's in #2 plant. Completed testing of #4 SSTG, and both CTG's in #4 plant.
- Replaced Moisture Separator Drain Regulators on #2 and 4 Main Engines.
- Completed resin load in all demineralizers(4).
- Completed preservation of #4 plant Reserve Feed Tanks.
- Performed mini-dock trial of #1 ME.
- Completed operational testing of #2 Ship's Service Turbine Generator, and #1 Distilling Unit in #1 AMR.
- Fabricated and installed Main Feed Pump recirculation lines and recirculation check valves in #2 and #4 MMR's.

AUXILIARIES DIVISION

Auxiliaries Division was tasked with an ever increasing share of the Ship's Force Work Project. Auxiliaries Division personnel stepped forward to meet the challenge, though, using skills well honed over the course of the overhaul.

Catapult work center:

Catapult Steam personnel, working closely with Repair Division, wrapped up the overhaul of Enterprise's Catapult Trough Heating Drain System and various low point drains. Completion of this job at the ship's force level saved the Navy more than five million dollars. Between all four catapults, 152 valves, 24 steam strainers, and 224 flanges were replaced. The culmination of their efforts was realized at the end of the year, as testing on Number Two Catapult began.

Air Conditioning and Refrigeration (AC&R) work center:

AC&R personnel were again everyone's best friends during 1993's unprecedented summer heat wave. The work center was tasked with providing as much relief as possible while Enterprise's Chill Water Loop was being overhauled. Obsolete package air conditioning (A/C) units were resurrected to the greatest possible extent throughout the ship.

The work center's most conspicuous success was the testing of the forward refrigeration plant. Personnel worked around the clock in assisting shipyard personnel during the period. All boxes maintained the desired temperatures, and work center personnel gained much valuable experience and training.

Ship's force work on the Chillwater System continued in parallel with shipyard efforts. One hundred chillwater regulators, 150 thermostats and 50 chillwater solenoids were replaced, and nine butterfly valves were installed in the system.

Much research and work was dedicated to old, obsolete equipment. An old, 10-ton unit which formerly served the old TARPS system was overhauled to provide cooling for computers which now occupy the space. Another 10-ton unit, which cooled the Photo Lab, was removed.

Personnel spent much time and effort in developing procedures and programs which will help ensure the continued operability of equipment. Detailed operating procedures were developed for equipment which had previously lacked such guidance. An oil analysis program was also initiated to detect possible problems with equipment.

Halocarbon monitors, previously lacking, were installed in spaces with refrigeration to detect any leaks and provide personnel with adequate warning to ensure their safety.

Steam Heat/Service Steam/Galley & Laundry Steam work center:

This Steam Group was tasked with several jobs normally handled by outside activities, and has produced results on a par with any private shipyard or Navy maintenance activity.

Steam heat personnel completed the removal and replacement of 50 of Enterprise's 52 hot water heaters. This ongoing job has been a focal point of divisional assets, and the results are indicative of this effort. The hot water heaters performed superbly when Service Steam was introduced forward of frame 92.

The overhaul of Enterprise's Service Steam system was Auxiliaries Division's largest single job in terms of manpower requirements. Auxiliaries Division was tasked with ensuring the operability of all Service Steam piping smaller than 2 1/2 inches in diameter outside of the propulsion spaces, excluding the hangar bay overhead. This monumental job showcased the skills that ship's force personnel have honed over the last three years. The major milestone of the year was easily met when Service Steam was provided forward of frame 92, and berthing areas were made habitable for Enterprise's duty sections. Efforts were then turned to repairing that portion of the ship between frames 167 and 245.

Auxiliaries Division also played the leading role in the refurbishment of Enterprise's galleys, sculleries, and associated spaces. This job required close coordination between the Auxiliaries Division, the shipyard, and Supply Department. Auxiliaries Division coordinated and performed the installation of over 120 pieces of galley equipment in the Commanding Officers' Galley, Wardroom One Galley and Mess, the Chief Petty Officer's Galley and Mess, and the forward Galley and Mess Decks.

Auxiliaries Division also spearheaded the removal and installation of laundry equipment. Twelve presses, three dry cleaning presses, and two dry machines were reinstalled.

Diesel shop:

1993 was a production year for the Diesel Shop. In March, Enterprise's inspectors performed a complete Diesel Inspection on ENTERPRISE's four Emergency Diesel Generators (EDG's). The discrepancies uncovered provided the bulk of the work for the year. The blowers on Number One EDG were replaced by ship's force personnel; this job is normally performed at the depot level. Number Two EDG had eight of 16 rocker arm assemblies replaced. On Number Three EDG, all the rocker arm assemblies and fuel injectors were replaced. Number Four EDG underwent a complete "Class B" overhaul, another job normally assigned to an Intermediate Maintenance Activity. Ten main bearings, all the power packs and connecting rods were replaced. Work was begun on the replacement of Enterprise's outdated Diesel Air Start Systems. All three seawater booster pumps were overhauled and reinstalled. All four EDG's had their governors rebuilt, several relief valves were tested and set; many gages were calibrated.

Hydraulics work center:

The bulk of the Hydraulics Shop's work consisted testing of equipment and the refurbishment of deteriorated spaces. Both the Port and Starboard Anchor Windlasses were successfully tested, as was Number Two Steering Gear. All four Aircraft Elevators were raised in preparation for shipyard work. Number Two Pump Room, Number Four Aircraft Elevator, the trunk to Number One Steering Gear, and the Forward Refrigeration Plant were all chipped and painted.

Jobs completed by ship's force personnel include the overhaul of all four Steering Gear Bilge Pumps, the calibration and replacement of gages, and the replacement of the oil in both of the Anchor Windlasses.

High/Low Pressure Air work center:

Enterprise's High/Low Pressure Air work center continued its grooming of the High Pressure (HP) Air System, an unprecedented joint effort between NAVSSES and ship's force personnel. Over 450 HP air components were replaced, leaving the HP Air System over 80% complete. Several items were repaired or replaced on Enterprise's HP Air Compressors (HPAC's), including seawater flex hoses, air flex hoses, and resilient mounts for the temperature monitors. Ship's force personnel played the leading role in the operational testing of Numbers One and Two HPAC's and the associated HP Air Dryers (HPAD's). HP air was provided in support of Propulsion Plant Testing, Catapult Testing, and Electronic Systems Testing. Ship's force personnel also commenced the overhaul of Number One Low Pressure Air Compressor (LPAC).

Oxygen-Nitrogen Producing plants:

The primary emphasis of personnel in the Oxygen-Nitrogen Producing (O2N2) Plants was to assist shipyard personnel and contractors in the overhaul of the producers.

Many of the same alterations completed on the HPAC's in the HP Air System were also performed on the HPAC's in the plants. Extensive parts of both the forward and aft plants were preserved by ship's force personnel. Various valves and reducers were overhauled.

Engineering Department Planning and Estimating (P&E) Work center:

Engineering P&E was conceived and established during 1993. It was determined that a central planning and estimating facility serving the entire department in the same manner as an Intermediate Maintenance Activity could be run more efficiently than developing work packages at the divisional level for each division. Planners were designated and trained, and computer equipment was procured. A Local Area Network (LAN) was installed, increasing the speed with which packages were developed. CD ROM technology provided for instantaneous recall of information. Technical research was conducted on 300 different jobs, including those as large as the overhaul of an aircraft elevator door. A total of 485 Controlled Work Packages (CWP) were developed.

Valve Barge:

The Valve Barge continued to play a vital role in the overhaul of Enterprise and tackled a wide variety of jobs.

Ship's Force personnel overhauled 21 pumps, 32 CLA-Val solenoid valves, 30 globe valves and 48 gate valves; 158 relief valves were overhauled or set; disks were skim cut on 52 valves; 58 shafts were manufactured for pumps and motors; 67 flanges, 56 bushings, 29 wearing rings, 12 flexible couplings, three door handles, more 7,000 valve label plates, and over 1,500 washers were manufactured. Crushing blocks for hydraulic steering gears were made. Seventy-three swing joint couplings were sandblasted and hydrostatically tested; 14 gage boards, 188 deck plates, 19 hose reels, and 148 watertight doors were sandblasted; 54 motor end bells were electroplated; 337 flanges were cut to a photo finish; and 240 legs were manufactured for galley equipment.

ELECTRICAL DIVISION

Listed below is a synopsis of the work Electrical Division (E-1, E-2, E-3 and E-4) completed.

Motor Rewind, Electrical Support/Safety and Power shops: (E-1 Division)

The MOTOR REWIND FACILITY (Valve Barge) rewound and reconditioned 380 motors since its conception, with 30 of these motors completed in the last 6 months.

ELECTRICAL SUPPORT worked on and/or tested 134 ABT's, 76 darken ship switches, 77 solenoid operated pilot valves, 528 battle lanterns, 345 electrical relays and 215 hand operated relays. They also worked extensively on the various galley, scullery and laundry equipment aboard ship. SUPPORT further worked on the Commanding Officer's in-port cabin, investigated approximately 1,300 trouble calls, replaced 47 cases of fluorescent light bulbs and 24 cases of starters. SUPPORT then began reclaiming Frame 167 aft electrically for the Enterprise.

ELECTRICAL SAFETY rehabilitated and relocated to 03-115-8-E, while removing 208 white lights, 96 Sox lights, 2 lighting panels, 2 magnetic controllers, 2 switches and associated cables in preparation for Hangar Bay rehabilitation.

ELECTRICAL POWER SHOP investigated, removed, reinstalled and verified over 475 motors in the past year. The POWER SHOP also installed 6 new reefer controllers and cable runs for the controllers and motors. Showing resourcefulness, as well as initiative, the POWER SHOP overhauled 65 controllers using spare parts they had at their disposal. The POWER SHOP successfully completed the removal of 417 breakers from 14 load centers and upon overhaul replaced them in their respective load centers.

Alarms and Warnings, Sound Power, Telephone, and MC shops: (E-2 Division)

E-2 Division replaced 45,000 feet of cable and repaired and/or replaced 57 'VS' switches, 140 '1MC' speakers, 50 call signal stations and 36 'E-Call' circuits.

ALARMS and WARNINGS (A&W) completed the overhaul of the Forward and Aft Main IC Switchboards and numerous alarm circuits. A & W nearly completed installation of the Reserve Feed and Potable Water Tank Level Indicating Systems and Fuel Oil and Drain Valve Indicating System.

SOUND POWER SHOP overhauled the Engineering Propulsion, Engineering Electrical, Water Control, Weapons Elevator Control, Captain's Battle, Bearing Control and all associated 'E-Call' circuits.

TELEPHONE SHOP repaired the entire J-Dial Telephone System in the Propulsion Plants forward of frame 92 and various other locations throughout the ship.

MC SHOP overhauled the General, Electrical Announcing, Aviation Control and the Bridge Announcing Circuits.

Distribution shop: (E-3 Division)

E-3 Division, consisting of 48 personnel with 18 of them TAD to other E-DIV shops, redesigned and reinstalled all propulsion plant 120V lighting and receptacles involving over several thousand feet of cable per plant. They satisfactorily loaded and parallel tested 5 out of the 8 Ship's Service Turbine Generators on board. E-3 Division successfully made 3 of the 4 Emergency Diesel Generators available for automatic start. Besides Ship's Service Distribution and Emergency Distribution, EE-30 repaired and tested the majority of the 400Hz Distribution System. E-3 Division also overhauled and tested a major portion of the propulsion plant ventilation fan motors on board the Enterprise.

Aircraft/Ordinance (A&O) and Flight Deck Lighting shops: (E-4 Division)

E-4 Division worked hard on the systems that are vital to the support of flight operations. Critical systems worked include 12 Line Voltage Regulator Stations and 15 of the 23 JP-5 Defueling Station CLA-VAL Solenoids. E-4 Division made many valuable lighting repairs in the island (04-011 Levels). The A & O and FLIGHT DECK LIGHTING SHOPS also repaired 34 of the 37 deck edge lighting transformers, elevator safety lights, 16 rotary beacon systems, and 62 flood lights, entailing the repair/replacement of all cables, junction boxes, and studs.

DAMAGE CONTROL DIVISION

DC Division made great progress toward the completion of the overhaul. Several vital shipboard systems were brought on line and training and DC readiness were substantially improved.

All 10 low capacity fog foam (LCFF) stations were made operational to support propulsion plant steam testing and initial criticality. This was accomplished by overhauling each LCFF station from the deck up. Approximately 97 solenoid operated pilot valves (SOPV)'s with the 440V MACHALT were installed in support of the Lightwater Station overhaul.

The CO2 Transfer System work center supported the refilling, weighing, and issuance of 15 lb CO2 bottles for the numerous firewatches required during overhaul. Thirteen CO2 hosereels, one CO2 flooding system, and seven Halon systems were restored to operation in support of V-2 Division. The halon systems for the four Emergency Diesel Generators (EDG), vital to the ship in support of critical operations, were also restored to service.

DC Division assumed the responsibility for Repairs 4 and 5 from the shipyard. In three short weeks, the division rehabilitated and stocked both lockers ahead of schedule, making them capable of supporting any casualty that could arise. One hundred tri-walls of scooped material and OSI material was re-accepted, inventoried and stowed. This again was accomplished ahead of schedule.

The DC Division coordinated the inspection, removal, and re-installation of over 200 firemain valves, including the technical assistance required from other divisions within the ship to get the job done.

From August to December, DC Division re-established the ship's DCPO program, while also providing INDOC training, Reactor Department day staff and shift-work DC training, and the establishment of a DC MART. This encompassed the training and tracking of the qualifications of 57 divisional DCPO's and the researching, locating, and acquiring of all the materials needed to support the DCPO program in an effort to supply all DC maintenance materials for the entire ship.

A special team within DC division began testing all the ballistic (armored) hatches on the ship. They will refurbish and adjust the hatches and scuttles and install a ship alteration to allow maintenance on the counter-balance system.

REPAIR DIVISION

The Repair Division enjoyed a great year in support of the overhaul. During 1993 the Weld Shop completed all welding on the Catapult Steam Drain System. This massive effort entailed the weld replacement of over 350 Level I valves, associated piping, and components. They also completed the weld repair/replacement of numerous Level I valves and components in the Main Machinery Spaces. Displaying flexibility, they skillfully began deck and bulkhead replacements, while still continuing to support Level I valve replacements.

The CHT Shop brought all eight CHT Zones on-line. This accomplishment required the complete overhaul and renovation of the pumps, valves and components in all equipment rooms and pump stations. This was the first time the CHT System had been 100 percent operational in over 3 years.

Providing welding, brazing and cutting services, the Pipe Shop continued to support Auxiliaries Division in the installation of equipment and the rehabilitation of the ship's galleys

to support crew move aboard. They also supported each department on the ship in the renovation of their spaces, including equipment installation and trouble calls.

The Locksmith and Engraving Shop continued to provide services to the ship by repairing safes or refitting them with new locking mechanisms and replacing over 100 doorknobs and locks on joiner doors. Additionally, over 90 percent of all requests for engraving services were filled.

EXECUTIVE DEPARTMENT

CAREER INFORMATION CENTER

As the USS Enterprise drew to the completion of its comprehensive overhaul and refueling operations, the mission of the Command Career Counselor division focused on elevating the "Career Information Training Course" (CITC) completion rate. Under revised OPNAV CITC standards, a minimum training completion rate was set at 80 percent of personnel serving in paygrades E-5 through E-9 and O-1 through O-5.

As CY93 began, the command met the challenge of raising the CITC completion rate by offering several approaches to presenting the CITC curriculum to Enterprise personnel. CITC training was offered at times that it didn't interfere with the crew's maintenance efforts.

The United States Navy continued progress toward meeting the Congressional mandate to reduce its force. As in the previous three years of the drawdown, several programs were initiated to control the size of the naval standing force. As each program was presented to the fleet, a concentrated publicity campaign was conducted to ensure all personnel effected would be made aware of his career options.

The "Early Out" program was offered in FY94 and offered the opportunity to nearly twenty percent of Enterprise crewmen to request termination of their active duty commitment with the approving authority given to the Commanding Officer. In support of the Chief of Naval Personnel's effort to shape a quality oriented smaller active duty force each request was staffed by the Chain of Command. Briefs were prepared for the CO as to the effect of potential loss of each requesting member to the command's goals. The command weighed sailor's inputs upon separation and made "early-out" decisions on a case-by-case basis to ensure fairness to all involved.

The crew complement received several personnel from Navy units selected for decommissioning. This presented circumstances where many personnel will serve on board Enterprise for one year or less. This presented a strong challenge to the command's orientation to quality training and pro-Navy, pro-Enterprise.

A command-wide effort was maintained to control the crew's attempts to adjust their Projected Rotation Dates (PRDs) to ensure that as Enterprise would return to the sea with a highly trained and operationally oriented crew without sizable manpower turnovers nor rating skill shortages.

During CY93, Enterprise underwent a comprehensive Career Information Program assessment by the staff representatives of COMNAVBASE Norfolk, CINCLANTFLT and COMNAVAIRLANT. The Enterprise received a "satisfactory" and implemented recommendations to further improve the Career Information Program Management.

Enterprise prepared a self-nomination package for the competition of the FY93 CINCLANTFLT "Golden Anchor" award for retention program excellence in competitive "special category one." This special category placed the Big E in competition with all CINCLANTFLT precommissioned units, decommissioning units, all ships that spent at

least one half of the fiscal year in a shipyard limited availability status, submarines and destroyer tenders.

The placement of the USS Enterprise into "special category one" created formidable competition. In response to the USS Enterprise's Golden Anchor nomination package the Commander, Naval Base Norfolk acknowledged, "this year's golden anchor competition was extremely close and USS Enterprise's accomplishments in retention programs throughout FY93 were most noteworthy. Although your program was not selected...your retention team are commended for an excellent effort."

Retention Statistics

Nuclear

1st term

ELG	137
NE	20
REEN	49

2nd term

ELG	29
NE	3
REEN	22

3rd term

ELG	21
NE	0
REEN	18

CRE

ELG	3
NE	0
REEN	3

Total

ELG	190
NE	23
REEN	92

Over-all

1st term

ELG	423
NE	186
REEN	191

2nd term

ELG	79
NE	12
REEN	68

3rd term

ELG	110
NE	8
REEN	103

CRE

ELG	30
NE	8
REEN	21

Total

ELG	642
NE	214
REEN	383

PUBLIC AFFAIRS OFFICE

LTJG [REDACTED] is the Enterprise Public Affairs Officer. 1993 was another year of awards and accolades for the Public Affairs staff.

Community Relations:

Enterprise crewmembers continued to donate valuable hours to the Newport News community. The "Enterprise Educational Endeavor" has continued to showcase the Enterprise

as a model for the fleet when it comes to supporting school programs. The keystone of Enterprise's interactive educational support plan is the "Helping Hands Network," which received a Gold Medal as the 1993 Virginia Governor's Award for Volunteer Excellence (G.A.V.E.) winner. The program also was selected as the Naval Base Norfolk, 1993 Personal Excellence Partnership Award winner, and Honorable Mention in the 1993 fleet-wide competition. The program continues to place 100% of the special education high school students after graduation.

1993 was also a successful year for Enterprise's Conflict Resolution Program, which is aimed at the eight Newport News middle schools. In its second year, this program is designed to train students as peer mediators in order to assist fellow students in resolving their conflicts and differences in a peaceful orderly manner. The success of this program is seen in the dramatic reduction of administrative discipline actions that have plagued school administrators in the past.

It was also another banner year for Enterprise's partnership with Marshall Elementary School. The children have really grown accustomed to having Enterprise volunteers in their school as positive role models and tutors. This year was highlighted by such events as the graduation of 1993's class, "Dental Hygiene Week," and an extremely positive "Red Ribbon Week" (emphasizing - "Just Say No to Drugs") which included week-long activities highlighted by a visit from Enterprise's Commanding Officer.

Additional Enterprise community relations efforts include:

- Achievable Dreams Program
- Aviation Ordnancemen Association
- Big Brothers/Sisters program of Hampton Roads
- Special Olympics participation

Internal Information:

For the second consecutive year, Enterprise's Public Affairs Office was recognized in the Chief of Naval Information Merit Award Competition. The ship's newspaper - The Big "E" Shuttle - earned an Honorable Mention in the fleet-wide competition. Enterprise journalists were also recognized for their individual efforts in writing. The newspaper continues to serve as a main source of information for the Enterprise crew.

Over 12,000 copies of the quarterly familygram, The Big "E" Magazine, were mailed to the crews' next of kin during 1993. The magazine is aimed at keeping the families of Enterprise crew members informed about the life and successes of the crew, the status of the overhaul, and the future plans of Enterprise.

Copies of the Shuttle and Big "E" Magazine are included in enclosures (3) and (4).

Final preparations were made to begin installation of Enterprise's Shipboard Information, Training and Entertainment (SITE) system.

External Information:

The Fleet Home Town News Program came to life in 1993 with over 700 forms processed, resulting in 4,000-plus press releases being distributed throughout the United States. The program is designed to reach the hometowns of crew members with information about the individual, the Enterprise and life in the Navy.

Enterprise was featured in numerous positive news features in the local press, including TV, radio and print mediums, throughout the year.

The Public Affairs Office was also called upon to provide temporary manning for various Navy missions worldwide. These missions included UNITAS 93 (an exercise off the coast of South America), "Operation Solid Stance" (an exercise in the North Atlantic), and "Operation Support Democracy" (operations off the coast of Haiti) for which they were all recognized for superior performance.

PERSONNEL OFFICE

Personnel continued providing the crew with the finest in administration services. The PSD setting at 32nd Street is a customer-oriented operation, which through TQL, is constantly looking to improve its service. The following statistics were posted for 1993:

Enlisted Actions Processed:

- 2,192 receipts
- 453 transfers
- 499 discharges
- 34 retirements
- 8,812 leave papers
- 372 reenlistments
- 2,125 Navy identification cards

Officer Actions Processed:

- 85 receipts
- 64 transfers
- 26 separations
- 11 retirements
- 1,004 leave papers

EDUCATIONAL SERVICES OFFICE

The Educational Services Office:

- Administered 1,170 Military Leadership Exams
- Logged 5,450 military courses
- Administered 2,144 advancement exams
- Advanced 470, including E-8 and E-9.
- Used \$400,000 in tuition assistance funds, the most in the Tidewater area.

LEGAL DEPARTMENT

Military Justice:

In 1993, 6 cases were disposed of at Special Courts-Martial. Five of them resulted in the accused receiving Bad Conduct Discharges in addition to forfeitures, brig time and reduction in rate. More than 17 cases were disposed of at Summary Courts-Martial. The Discipline Officer processed 520 report chits of which 220 individuals appeared at Commanding Officer's Non-judicial punishment. The Captain held mast 85 times during this period.

The Legal Office processed 118 cases for administrative discharge, with five boards being held, resulting in 60 "other than honorable" discharges.

Civil Tracking:

The Legal Department tracked 225 civil cases for reckless driving, driving under the influence and various other civil offenses.

Legal Assistance:

The Judge Advocate and Assistant Judge Advocate saw more than 300 consumer protection cases, divorce, tax, landlord/tenant, paternity and various other civil problems. A total of 387 notarial acts and 237 powers-of-attorney with 15 wills were prepared.

JAGMAN Investigations:

The Legal Department processed 15 full JAGMAN investigations and processed 37 Injury Report JAGMAN's.

Lectures:

Legal Department provided 55 briefs/lectures to crew members, including Command Duty Officers and Indoctrination Division personnel.

MEDICAL DEPARTMENT

Sickcall/Treatment Room:

Sickcall treated more than 15,434 patients during 1993, averaging more than 1,286 visits per month. Patients were seen for a variety of reasons, from minor medical problems to emergencies.

Pharmacy:

The pharmacy filled more than 9,407 prescriptions, or about 784 per month. In addition, the pharmacy dispensed 10,975 over the counter medications.

Medical Administration:

Medical Admin. provided the following limited services: more than 834 consults were sent to various military and civilian area hospitals for medical appointments; generated 365 Daily Medical Status Reports and Muster Reports; processed 712 security clearances, 1,704 light duty chits and 964 sick-in-quarters chits.

Laboratory:

The lab obtained the results of more than 32,016 specimens with the help of Portsmouth Naval Hospital. The laboratory drew 11,620 blood samples, performed 3,068 urinalysis tests and 932 microbiology cultures.

Immunizations:

A total of 8,331 immunizations were given, or about 694 per month. There were also 1,777 PPD skin tests given.

X-Ray:

The X-Ray work center saw more than 795 patients, creating more than 2,874 exposures.

Aviation Medical/Physical Exams:

This work center completed 1,896 physicals and 935 electrocardiograms. They were also responsible for ordering 647 pairs of prescription glasses.

Preventive Medicine:

The preventive medicine work center provided several services for the health and well-being of the crew including daily water testing for bacteria, monthly messing inspections and monthly to quarterly berthing inspections for cleanliness. They also provided more than 1,674 lead screen physicals and 2,682 audiograms for occupational health programs.

Radiation Health:

The Radiation Health work center completed more than 378 TLD requests and submitted roughly 24 situational reports to the Naval Dosimetry Center in Bethesda, MD.

NAVIGATION DEPARTMENT

Navigation Department has made leaps and bounds over the past year toward regaining its operational capabilities. Manned with approximately 20 personnel, 15 E-6 and below and five E-7 and above, they have made the push to reclaim their spaces, from the pilothouse to the secondary conning station.

Work accomplished to rehabilitate the 32 spaces to date include the completion of 50 percent of the work with close to 18,000 man-hours used and over 300 KeyOps completed. The rehab process included tiling offices, passageways and painting spaces. A majority of the remaining KeyOps and man-hours will be used for touch up, minor rework and labeling. On top of the rehab work, Navigation equipment was returned to the ship for testing and calibration. This equipment includes binoculars, chronometers and stadiometers.

OPERATIONS DEPARTMENT

Operations Department/Ships Force Overhaul Management System (OPS/SFOMS) comprised a great portion of effort within the Operations Department during 1993. Personnel completed over 32,490 man-hours of overhaul related rehabilitation of shipboard spaces including the completion of 745 key operations.

Operations Department personnel conducted 3,011 hours of in-rate training during 1993. Personnel filled 109 quotas at area schools encompassing professional and shipboard qualifications. Eleven personnel went TAD to underway ships and airwings for various training, 94 qualified in General Damage Control, 89 in 3M maintenance PQS and 33 in Damage Control Watchstation 318.

CSC Division

Combat Systems Communications (CSC) Division was re-activated in the EMO function in the spring of 1993. The division installed over 300 pieces of electronic equipment, which had been overhauled at the Enterprise Light Industrial Facility (LIFAC). Prerequisite Combat Systems Testing was started on the HF, UHF, SATCOM and Flight Deck Communication Systems. Ongoing maintenance and repair of the Below Deck "Damage Control" Communications system was conducted. Custody records were implemented and corrective maintenance was performed on all Security Department VHF Hand Held Radios. Twelve Divisional spaces were refurbished; 15 tri-walls of reclaimed equipment were unloaded.

CSD Division

During 1993, Combat Systems Data (CSD) Division performed preventative and corrective maintenance on all the ship's micro-computer systems. The CSD Data Systems Technicians responded to over 700 troublecalls, keeping downtime of the ship's 200 plus microcomputer systems to a minimum. CSD Division was also extensively involved in the installation and maintenance of the ship's Local Area Network (LAN). The LAN installation involved running thousands of feet of cable, both coaxial and fiber optic. This was a very labor intensive project, as departments relocated from the Floating Accommodation Facility (FAF) to the ship, and as departments moved from space to space on the ship. CSD personnel played a huge role in keeping the LAN up and running efficiently, spending numerous hours tracing out and repairing damaged cables, and routinely correcting software and hardware problems; all done with little or no formal training.

CSF Division

During 1993 Combat Systems Fire Control (CSF) Division was also re-activated as an Operations Division. New CIWS Block 1 low-profile Gun Mounts 23 and 24 were installed by the shipyard, as well as both NATO Seasparrow Missile Systems (overhauled and/or repaired by Raytheon Company, Virginia Beach, VA). Initial light-off and limited testing by Newport News Shipbuilding personnel of both systems has been ongoing. General Military Training (GMT) and Professional In-Rate Training Agendas were established and all division personnel were qualified as Advance Damage Control Personnel Qualifications Standards (PQS) Fire Fighting Team Members.

CSL Division

Combat Systems LIFAC (CSL) continued its mission of the refurbishment of Combat Systems electronic equipment and various antenna tilt mechanisms and booms. This was followed with the coordination of delivery of the refurbished equipment to Newport News Shipyard for re-installation on Enterprise through July of 1993. In July, most CSL personnel were returned to their respective divisions on Enterprise. CSL's mission was then changed to that of Electronic Equipment Calibration, Micro Miniature 2M repair, supply, the storage of office and electronics equipment for Operations Department/Combat Systems as well as transportation of equipment from D.D. Jones warehouse and LIFAC to Enterprise.

CSR Division

The Combat System Radar (CSR) Division was reformed this past year. It is at almost full strength -- 28 personnel. The divisional personnel have been overhauling the AN/SPS-64 Navigation Radar, AN/SPS-67 Surface Search Radar, AN/SPS-49 Air Search Radar, AN/SPN-43 Marshalling Radar, AN/SPS-48 3D Radar while assisting shipyard personnel. The IFF and TACAN Systems are being overhauled and tested. Production man-hours are upwards of 700 a week while assisting shipyard man-hours are 100 to 150 man-hours per week and rising with the implementation of Combat Systems Testing.

CST Division

The Combat Systems Testing (CST) Division has changed 90% of personnel, and have received the crew that will get Enterprise underway. The CCTV work center has laid almost seven miles of cable runs, and is reinstalling the Pilot Briefing System. We are looking forward to receiving the televisions that will support our crew for vital training and entertainment during the final phases of Overhaul, and during Sea Trials. The copier repair workcenter has installed over 30 copiers during 1993. The division averaged over 15 trouble calls per week, along with over 200 hours of maintenance per month on copiers. A new system for doing Damage Control has been developed for the Electronic Maintenance function and the responsibility for it has been given to CST.

OVERHAUL DEPARTMENT

USS Enterprise's Overhaul Department made great progress throughout 1993 in its capacity of guiding the ship through her Refueling/Complex Overhaul (RCOH). The department's explicit missions and duties remained as before:

To track progress against Newport News Shipyard and Ship's Force Work Package (SFWP) overhaul objectives and milestones.

To highlight RCOH accomplishments, problems and conflicts and to speak or act for the Commanding Officer in various forums concerning the overhaul.

To orchestrate weekly overhaul progress meetings for the captain and department principals; to provide weekly overhaul status reports to the type commander; and to host higher-level quarterly progress reviews.

To serve as point of contact for the Supervisor of Shipbuilding, Newport News in its role on Enterprise's behalf with the shipyard, with COMNAVSEASYSOM, COMNAVAILANT, and other outside Navy organizations having RCOH interests at stake.

Commander [REDACTED] assigned at the start of the year as the Ship's Force Overhaul Management System (SFOMS) Officer, relieved Captain (Sel) Roger A. Pierce as Overhaul Officer in early June. All SFOMS divisions and functions were incorporated into the Overhaul Department to streamline reporting and enhance production efficiency. CDR [REDACTED] thereupon headed an organization which now numbered 16 officers, 17 CPO's, and 350 enlisted men from 32 ratings. The Overhaul Department continued to oversee operations at, and share manning responsibilities with, the Enterprise's remotely located Light Industrial Facility (LIFAC) in Hampton, Virginia and the Integrated Logistics Overhaul (ILO) facility in Portsmouth, Virginia.

With the incorporation of the SFOMS divisions and all their production functions into the Overhaul Department the department's structure changed appreciably throughout 1993, from its organization the previous year. While Overhaul did undergo a large increase in total personnel assigned, it still fulfilled its charter through the duties of several function heads. Each had one or more divisions assigned, and most resided under a Ship's Maintenance "umbrella" function headed by an experienced Maintenance LDO, LCDR [REDACTED].

MSC

The Maintenance Support Center (MSC) made great strides in becoming fully operational in 1993 and the approaching end of RCOH 91. The division now had all supply and technical documentation. The Technical Library had an inventory of 4,000 manuals and 13,000 drawings. Only a small detachment at St. Juliens Creek Annex in Portsmouth, Virginia, handling upline reporting of ship force, generated configuration change sheets (OPNAV 4790/CK) to the Weapons System File. Over 2,600 configuration changes have been submitted and validated by Ship's Force. With the adaption of newly acquired CD-Rom Drives and the complete digitation of Ship's Technical and Drawing Publication Library the division was able to reduce the turnaround time on technical information requests from a day or better to a matter of minutes. The division consisted of 14 senior rated personnel comprising 10 different ratings to ensure an accurate cross section of ship's maintenance personnel provided competent customer service in support of all Enterprise crewmembers.

TIC/Production Support:

In the past year the Test Information Center (TIC) Shack has made some rather innovative changes. By using basic Total Quality Leadership methods, they made improvements in how business was conducted and were able to provide more services to the ship, with better efficiency, of higher quality, and with less manpower. Some of the changes that were accomplished amounted to simple office logistics, writing new data base program applications, and distribution of the decision empowerment system. Each of these changes resulted in increases in the number and quality of services.

These new services included a computer managed tracking system for work permits and safety tagouts for the entire ship. This allowed for increased production, to the tune of 62 percent overall improvement, during the overhaul and a superior safety record. This one change alone amounted to thousands of man-hours and millions of dollars saved. This system is a cornerstone for the future in the way the Navy handles the present safety tagout system. The TIC Shack also improved the service of ship's force hot and cold work permit coordination with the shipyard. The new services included verification of the ship's space ownership report and ventilation system status report. The TIC Shack also provided training to all ship's departments in safety tagout procedures.

The TIC Shack has provided a very positive addition to Overhaul Department's impact in proving that ship's force can do much of the production work that was once only considered within the capability of a civilian shipyard. On Enterprise, the TIC Shack has become one of the Maintenance Department's primary tools in operating the ship better and more efficiently well into the ship's extended service life.

Quality Assurance:

During 1993, QA Division (averaging 12 personnel) hosted the COMNAVAIRLANT QA Training Team and the COMNAVAIRLANT QA Audit Team. In addition, QA Division completed two semiannual Internal Audits. During Enterprise's first annual COMNAVAIRLANT Audit (5-9 April) the Audit Team reported that, "a solid and aggressive QA Organization is in place in the midst of a very lengthy complex overhaul" the QA organization is superbly staffed and is considered excellent, and Enterprise's QA organization was the best seen to date." During the TYCOM QA Training Team visit (12-23 July) 260 personnel were trained in 14 sessions of nine different courses on board and at one remote site.

1993 saw QA Division compile an impressive statistical record. One QA Supervisor (QAS), 45 Quality Control Inspectors (QCI), one Supply Controlled Material Petty Officer (SCMPO), and three Controlled Material Petty Officers (CMPO) were trained, qualified, and designated by the division. At the end of the year, QA Division maintained qualification records on seven QAS's, 84 QCI's, three SCMPO's, and five CMPO's. QA researched, developed, and approved 213 level A Controlled Work Packages for electrical, hull, mechanical, and combat systems equipment. In addition, QA monitored work on 404 total Level A Controlled Work Packages and over 12,000 Level C Packages for overhaul, rehabilitability and maintenance. The division reviewed and maintained 21 procedures for repetitive tasks to ensure high quality work.

A particular area of concern for QA during 1993 was ensuring that portable weight handling equipment was maintained and used in a safe manner. The ship designated CWO2

"Bos'n" [REDACTED], SFOMS Tools and Rigging Division, as the Weight Handling Equipment Coordinator. CWO2 [REDACTED] developed a database of all portable weight handling equipment on board in order to ensure that this equipment was properly repaired, serialized, weight tested, and covered by PMS.

Enterprise's zone inspection program was dormant until September 1993 when zone inspections forward of frame 92 were reinstituted. In October 1993 the Executive Officer expanded the zone inspection program and initiated shipwide berthing and sanitary space zone inspections. A total of eight zone inspections were conducted in 1993.

In summary, Enterprise's QA Program continued to improve and contributed significantly to this ship's ability to complete high quality efficient overhaul repairs.

3M

The Ship's Maintenance Material Management (3M) Office initiated many new and innovative programs to improve 3M service to the ship. These programs dealt primarily with the Current Ships' Maintenance Project (CSMP) data base and PMS training and administration.

The CSMP was purged of all outstanding maintenance actions that had been completed or were otherwise no longer valid, i.e., the equipment was no longer installed, etc. This initiative reduced the overall number of jobs to approximately 16,000 from the original 27,000 jobs. In addition, the CSMP is under continuous review to identify errors and omissions, such as missing QA levels, incorrect APL's, etc. When identified, appropriate comments are entered by the 3M office and printed on the departmental CSMP for work center remedial action. The end result is a higher quality, more accurate database that can be used as an effective maintenance management tool. In order to make the maintenance database more accessible to the user, the 3M office shifted to manual 2K submission. This gave 3M a quality chop on all information being entered and freed work center supervisors from the tedium of the extremely slow menu-driven data entry. Typical turn-around time for 2K's is twenty-four hours from receipt by the 3M office. For emergent work, processing is as fast as fifteen minutes.

Administrative improvements included procurement of enough 3M manual binders, work center organizers, and supporting instructions to outfit the entire ship as she comes out of overhaul, which were obtained from a civilian manufacturer as well as the recently decommissioned USS Forrestal (CV-59).

In the Preventive Maintenance System (PMS), a continuous internal inspection program was established, providing internal assist/inspections that rotate through the ship continuously, covering the entire ship every six months. This program, in conjunction with the quarterly CNAL 3M assist visits, has resulted in a steady upgrade of 3M administration shipwide.

The next task was to completely re-write Enterprise's 3M instruction in order to maintain concurrence with CNAL directives, revise and increase emphasis on spot check procedures, training and training documentation, and to formalize the 3M/damage control/safety interface. Additionally, the review formalized the ship's 3M organization and chain of command.

Other miscellaneous improvements include shipwide review of quarterly PMS schedules, tailoring the OPNAV personnel qualifications standard to more efficiently meet the needs of Enterprise, and to schedule periodic exportable classroom training from NETC

Orlando, covering 3M inspection standards, enabling the departmental coordinators to conduct self-assessments on a continuous basis.

The program outlined above has been comprehensive, ambitious, and ongoing. The goal is to have a perfect 3M system in place by the time Enterprise finishes the overhaul.

Overhaul Schedules Division:

During 1993 the Overhaul Schedules Division (OSD) continued its important mission of collecting, recording, sorting, displaying, analyzing, and reporting the status of the Ship's Force Work Package (SFWP). In the process of continuing their streamlining efforts of the previous year, the division concentrated their efforts to enhance the quality of services provided to all ship's divisions. Of primary concern was reducing the amount of redundant paperwork the divisions submitted. This, coupled with standardized internal procedures, assisted the schedules division to produce their work in a fraction of the time previously required, thereby enhancing the services provided to all customers. A side benefit of these improvements was a reduction in overall manpower requirements from a seven-man division in 1992 to a four-man division in 1993.

Electronics Material Office

The Electronics Material Officer (EMO), returned to Operations Department in August 1993.

For most of 1993, EMO existed as two large divisions: one, composed of technicians working at the LIFAC, undertook repair and refurbishment of over 1,200 electronic systems; and the other, working on board, accomplished the rehabilitation of major cooling and dry air systems and more than 50 maintenance systems, while also performing microcomputer and ship-wide reprographic maintenance.

Admin/Supply/Training:

In an effort of devoting more manpower to the RCOH ship's force production, the Overhaul Department's and SFOMS functions' administrative support elements were consolidated and downsized from 9 dedicated personnel, in early 1993, to 5 personnel, by year's end. Admin continued to assist in many other routines, chief among them the Overhaul Department's highly organized PQS, PRT and Firefighting programs.

The Supply Division focused their efforts on reorganizing several labor intensive functions by establishing centralized logistics support for overhaul SFOMS material. This resulted in both increased efficiency and reduced manpower requirements. The first issue was consolidation of the budget accounting of 13 divisions to a single account, managed and administered by one person. Another issue was the delivery of SFOMS materials from the warehouse to the ship by the ship's Transportation Division, which reduced the large number of vehicles previously requested by every department.

Overhaul SFOMS Supply Division also coordinated the procurement and movement of these materials which totaled in excess of 26,000 line items costing over \$11 million dollars.

RELIGIOUS MINISTRIES DEPARTMENT

January-March:

The Religious Ministries Department officer staff remained CDR [REDACTED], Command Chaplain, CDR [REDACTED] and LT [REDACTED], Assistant Command Chaplains, LCDR [REDACTED], Family Advocacy Committee President, and three enlisted Religious Program Specialists.

Visitation of personnel at distant work centers off the ship continued. Sites included SP88 warehouse at NAS Norfolk, DD Jones warehouse in Chesapeake, ILO and AIMD buildings at St. Julian's Creek. Visitation at LIFAC, Transportation and Housing, all on the peninsula, continued. The ship was divided into zones for visitation. On a rotation chaplains were assigned flight deck and up, 03 through main deck and 2nd deck and below.

Monthly command-sponsored ecumenical prayer breakfasts continued as did RMD's participation in Marshall Elementary School's Partners in Education tutoring. Chaplains visited personnel confined in local jails or the Norfolk Naval Brig, local hospitals and Portsmouth Naval Hospital. Chaplains presented weekly 30 minute RMD briefs at IDOC and a one-hour Family Advocacy brief. Chaplains provided many Suicide Prevention training sessions with requesting divisions and training on RMD processing of AMCROSS messages for CDO and ACDO candidates. RMD personnel made extra efforts to attend command functions such as command picnics, Christmas party, frocking, capping and Save the Sailor graduation ceremonies.

Chaplains continued to provide liaison for the Enterprise Ombudsmen and to be present at the monthly meeting of Ombudsmen, Commanding Officer, Executive Officer and Command Master Chief.

CDR [REDACTED] participated in the Executive Officer's Quality of Life QMB and the Commanding Officer's Family Advocacy quarterly update meetings throughout the year, interviewed Ombudsmen candidates, completed FASOTRAGRULANT and Executrain courses in computer basics, word processing and data base uses. He completed training in Advanced Family Advocacy Point of Contact duties and the Naval Hospital-sponsored course on Juvenile Sex Offenders.

CDR [REDACTED] spoke about Navy Core Values at the January Save the Sailor Division breakfast. He attended the CHINFO-sponsored course on "How to be Interviewed by the Media." CDR [REDACTED] spoke in local churches twice and taught the CAAC Level II "Spirituality in the 12 Step Program" twice.

LT [REDACTED] participated in the Information Systems Process Action Team during the year, twice provided training to CAAC Level II classes on "Understanding Grief." He completed training on Juvenile Sexual Offenders given by Portsmouth Naval Hospital, "Conflict Managers" given by Washington Middle School, Advanced Division Officer Training conducted at Little Creek Amphibious Base and denominational training during Priests' Days of Recollection.

April-June:

CDR [REDACTED] participated with several area chaplains in a preview viewing and critique of the movie, "The Judas Project." He attended the Senior Officer Legal Course. Within his denomination he spoke at two local churches on the work of chaplains in the Navy and attended the sessions of his Annual Conference in Alabama.

CDR [REDACTED] led local church Bible studies, provided CAAC Level II presentations and led "Core Values" discussions with Enterprise restricted men at lunch.

LT [REDACTED] taught "Core Values" to Save the Sailor Division men, wrote an article on the work of Roman Catholic Lay Eucharistic Ministers and Protestant Lay Readers. He conducted Mass on USS George Washington at NWS Yorktown and a local parish, participated in telecom training and led CAAC Level II classes.

July-September:

RMD participated in the command-wide stand down to kick off the CFC, view "No Second Chance" (HIV/AIDS prevention) and Navy Safety Center personal safety training.

CDRs [REDACTED] and [REDACTED] attended a three day conference on CREDO methodologies which was carried out like a CREDO retreat. All the chaplains attended a luncheon co-sponsored by ADM Mauz and the Chief of Chaplain marking another anniversary of female chaplains. CDR [REDACTED] and LT [REDACTED] participated in parts of the Enterprise Change of Command 27 August.

CDR [REDACTED] spoke in local churches on the work of chaplains, once on his work during Desert Shield/Storm. He helped coordinate the first "Underway Ombudsman Appreciation Certificate Presentation" held aboard the Captain's gig 18 September en route between Fort Monroe and the dock near the new Air & Space Museum.

CDR [REDACTED] completed the Navy's 10-day "Methods for Managing Quality" course and ADAMS training. He led 18 "Lunch Bunch" sessions.

LT [REDACTED] completed the command's 16-hour TQL Basic Course. He served as a volunteer at the Peninsula AIDS Foundation.

October-December:

RMD chaplains worked with NWS Yorktown FSC counselors to design and deliver a creative suicide prevention and "holiday blues" avoidance kickoff to the December 8 Safety Standown at Hampton Coliseum.

CDR [REDACTED] coordinated the first training session of Enterprise Ombudsmen aboard the FAF, 18 October. The Commanding Officer hosted a lunch for the Ombudsmen, NWS Yorktown FAP counselors and LCDR [REDACTED]. Before departing, the Ombudsmen toured some spaces on the ship to gain a better understanding of the crewmembers work conditions. CDR [REDACTED] attended a week long Methodist seminar in North Carolina during October and a one week Christian PREP magazine counseling training in Colorado in November.

CDR [REDACTED] served as a primary TQL facilitator for the Enterprise Executive Steering Committee meetings. He provided group and individual crisis counseling in one division after a suicide by one of the division's sailors. Throughout the year CDR [REDACTED] has served as RMD's Overhaul Project Officer and led the department in completing 50 percent of its work.

Chaplains attended monthly Area Chaplain Training. Topics during this year included

Effective Management of the RP rating, Duty Chaplain Watch Standing, CREDO Retreats, Mentoring and Leadership of Junior Chaplains, Preventing Sexual Harassment, Brigs and Brig Ministry, Leadership in Delivering Ministry, the Chaplain as Moral Agent, Navy Messages, CHC Developments and How Ombudsmen Assist the Command. All three chaplains attended the CHC sponsored Professional Development Training Course sessions for 1993.

During this year the chaplain and RP team provided the following ministries to the command: Sunday Services-104, Weekday Services-78 with a combined total attendance of 1,069, Pastoral Acts (weddings, baptisms, services of Communion, etc.) - 98, Pastoral Counseling sessions - 2,291, Hours of Visitation in work centers - 1,292, Pastoral Calls (hospital, brig, jails, homes) - 251, Religious Education classes - 9, Small Groups - 188, Training sessions conducted - 69, CACO assists - 2, Interviews with arriving and departing personnel - 761, Funerals - 2, Memorial Services - 3, Weddings - 12 and other ceremonies (retirements and Change of Command) - 6, present at CO's Masts - 53, Duty Chaplain Watch (by pager/phone) and RMD Department Duty Officer Watch (RP) 365 days.

SAFETY DEPARTMENT

The Safety Department experienced a large turnover in personnel and experience. Along with the inexperience, however, came a much needed infusion of new ideas and enthusiasm. As the ship's force work picked up in tempo and urgency, the need for workplace monitoring and continuous safety inspections increased. Additionally, 1993 marked the third consecutive year of complex overhaul work and shipyard living for the crew of the Enterprise. The hazards imposed by extended time in the shipyard on sailors range from increased exposure to sports and recreational hazards to the dangers associated with unfamiliar industrial work to the stress and depression prevalent in shipyard environments. Safety's job was to inform, educate, remain visible, and intervene when necessary. In that regard, it was a successful year.

January-March:

The winter months have historically been difficult in the shipyard. The cold weather and the scarcity of heating traditionally result in increased work related injuries and systemic inattention to detail and proper work habits. The Safety Department responded by significantly increasing workplace inspections and hazard reporting. In the best traditions of TQL, the department improved the shipwide weekly zone inspection process by rezoning the ship and streamlining the hazard tracking procedures. Already credited with saving the ship's work force over 500 man hours per month, the new zones dramatically increased hazard identification and elimination. New hazard tracking techniques allowed for improved trend identification. All of this information was used to raise safety awareness. Compared to the winter months of 1992, the ship saw a significant reduction in the monthly injury rates.

April-June:

Spring weather brought its normal flurry of activity. Ship's force work increased and off duty recreational events became very popular. Anticipating a ballooning in the injury rate, Safety shifted its attention to training personnel about home and recreation hazards. Additionally, the spring also brought a dramatic increase in violent crime in the vicinity of the shipyard. Several Enterprise sailors became targets on their early morning and late evening walks to work. Again, awareness and a fresh emphasis on the "Buddy" system were the prescribed cures.

As mentioned, industrial work increased along with the temperature. The Industrial Hygiene Officer initiated a shipwide NAVOSH inspection to review workplace safety requirements with each and every work center supervisor. Findings were used to help the Safety Department target problem areas in program administration.

July-September:

This quarter brought us a new Commanding Officer and a change in focus. The light at the end of the tunnel brightened as we began to foresee the end of this long yard period. Concerned that this change in focus would bring about an increase in injuries due to carelessness, we stepped up our efforts at prevention. Safety Department petty officers were out and about identifying hazards before they became accidents and other ship's departments stepped up efforts at resolving these issues. This quarter also marked the beginning of Safety's involvement in identifying ladders that needed to be replaced or repaired. This involved combing the ship to identify loose steps, missing or broken handrails, and broken welds. Repair work was prioritized from fore to aft to facilitate crew move aboard.

October-December:

The end of the year was a busy time. Ladder work commenced and rehab of the Safety Office and new Safety Lab continued. Proper respirator fit-testing and use were high visibility items, as was lead paint removal. A pre-lead work inspection checklist was developed to help khakis from each department evaluate lead work performed by their divisions. The Safety Department provided countless hours of training on both these two topics at special sessions held for entire divisions throughout the ship. The Safety Office was also called upon to provide input on the challenging task of hangar bay paint removal. Unique problems had to be solved in planning lead work in such a large, high traffic area. A pre-holiday safety standdown was also a major evolution completed during this time. Drinking and driving awareness and suicide prevention were in the spotlight as potential problems this season.

SECURITY DEPARTMENT

Investigations:

- Accomplished 70 percent resolution rate of all cases investigated
- Coordinated with local law enforcement agency to establish a Walking Patrol in the area of Newport News shipyard to increase personnel safety transiting to and from the shipyard
- Established a database computer program to record all incidents reported to the Security Department and the circumstances involved
- Established a filing system to account for all reports submitted and touring to NCIS OP-09
- Consolidated evidence locker to meet all OPNAV requirements and to expedite disposal of evidence in custody
- Established Lost and Found Property Program to expedite returning lost or found property to owners

Urinalysis:

- Collected a total of 6,407 urine samples during calendar year 1993
- Coordinated seven unit sweeps, collecting 2,148 samples
- Provided training and guidance for Urinalysis Coordinators
- Provided training and guidance for Urinalysis Observers

Physical Security:

During the past year, many evolutions have taken place in the Physical Security Division. During the annual command picnic known as "Summer Slam" the division established an Ident-A-Kid booth. This enabled more than 200 dependent children to be photographed as well as have their fingerprints taken. This operation was also repeated during the annual command Christmas party.

Every command has the responsibility of taking care of its "sailors" and every October in the Navy is "Crime Prevention" month. The Physical Security Division published POD notes and passed out valuable personal security information. This information was aimed at keeping "sailors" safe in their off duty time.

The Physical Security Division has recently completed the command Physical Security instruction (ENTERPRISEINST 5530.3B). This instruction establishes the guidelines on command physical security and outlines the restricted areas in the command.

In conjunction with the Newport News Police Department, the Master-At-Arms force is making the shipyard area a safer place to work and live. The walking patrol which constitutes two members of the MAA force walking around a 15 block area of downtown Newport News surrounding the shipyard. Since the beginning of the walking patrol, there have been no substantiated reports of assault to the crew of Enterprise. The walking patrol is

acting as the eyes and ears of the Newport News Police Department. This program has received praise from the Newport News Police Department and the Newport News City Council.

The Physical Security Division was also instrumental in implementing the Remote Access Control System (RACS). The RACS system consists of making identification badges which are used to scan crew members on and off the ship. Approximately 6,500 badges were printed in the past year.

Training:

The Training Division has established a long-range training plan for the Security Department. Lesson guides on various security/police topics have been established.

The Training Division is in the process of training the Shipboard Self-Defense Force (SSDF). These individuals will be responsible for protecting the ship in any/all types of crisis management situations.

SHIP'S FORCE MANAGEMENT SYSTEM (SFOMS) DEPARTMENT

SFOMS was required as a function of the overhaul and conducts the majority of the production work designated for ship's force personnel. The function consisted of 7 divisions at the beginning of the year and through work completion, downsizing and consolidation efforts consisted of 5 divisions by year's end. The divisions include those below:

Cables and Weights:

Cables and Weights Division was disbanded in December 1993 after pulling over 774,000 feet of cable, well over the original 101,000 feet goal. The total weight removed was more than 292,000 pounds. The division efforts were enhanced by American System Engineering Corporation (AMSEC), which provided training and technical assistance. At the end of the division's tenure, it was involved in the beginning stages of ship's site TV cable installation. All functions performed by Cable and Weights were transferred to Engineering and Operations.

Berthing Habitability:

From January to December 1993, the division concentrated its efforts in refurbishment of the Enterprise's 107 crew berthing compartments, of which 94 were completed by year's end. They also refurbished 75 of 193 staterooms in the ship's force work package. All berthing and stateroom spaces are scheduled for completion by April 1994, the date for crew move aboard.

Head Habitability:

The Head Habitability Division, originally tasked to complete 74 sanitary spaces, added an additional 33 sanitary spaces to the work package in 1993. The division completed 77 of the 107 sanitary spaces and turned over these spaces to the ship's owning departments. The remaining spaces have various stages of shipyard work in progress and will be completed as they become available. Additionally, the primary focus of the division was shifted to providing assistance to the owning departments to accomplish any rework in those spaces previously turned over to them.

Lagging and Insulation:

Lagging and Insulation Division is tasked with completing required lagging and insulation repairs and replacements identified in the ship's force overhaul work package. The division is specifically prohibited from removing asbestos lagging and insulation materials.

In January 1993 the division tackled and completed 2,500 feet of service steam pipe for zone 15. In March 1993, they commenced service steam pipe work in zones 1 and 2 completing enough of the work to allow the duty sections to again sleep aboard the ship starting in April 1993. In November, the division finished off zones 1 and 2 and are currently working zones 3 and 4. These should be completed in early 1994. The division is still insulating new water heaters being installed aboard Enterprise. To date, the division has completed 46 of the 47 water heaters.

Lagging Division's hard work and effort was recognized by a Letter of Commendation from the Commanding Officer for: "Lagging Division reaching a milestone of completing over 1,225 lagging and insulation repair and replacement jobs identified in the ship's force overhaul work package. A remarkable achievement as the division's original work package has only identified 911 spaces to be worked. These accomplishments were highly significant steps in increasing the future habitability and operation effectiveness of Enterprise."

Lagging Division's successes have been, and will continue to be equivalent to the spirit, innovation, and determination of the deck-plate sailor.

Light Industrial Facility (LIFAC):

LIFAC (Mechanical) has shown a substantial increase in production due to the increase in key operations submitted during the past year. Each Enterprise division officer and division LCPO were given a brief on the capabilities of the "LIFAC." Because of this effort, numerous jobs were submitted for accomplishment, increasing the workload 40 percent.

To better support the overhaul effort, the LIFAC activated an "onboard crew." This crew's function is to support shipboard personnel in the more complex areas of the overhaul. Thus far, they have completed an Alteration Request consisting of manufacturing and installing joiner bulkheads and joiner doors for the Chaplains Office.

The LIFAC, with the support of the Safety Department, commenced the enormous task of repairing the ladders on board Enterprise. Each Divisional DCPO was tasked with identifying each ladder in their spaces that were in need of repair, i.e., needing a handrail, ladder treads or welding repair. This list was submitted to the Safety Department where it was documented on a data base with location and deficiency. The LIFAC, using this list, formulated a plan to repair the ladders, in place, with the support of Divisional DCPO's. Ladder treads were made available to the DCPO's at the LIFAC and ladder handrails were mass produced.

The LIFAC also initiated a program to repair, sandblast, prime and paint every available joiner door and watertight door on board, ultimately saving approximately \$300,000 in procurement cost of new joiner doors alone. The doors are removed and identified by location, delivered to LIFAC for restoration and shipped back to the Enterprise for installation. To support this vital endeavor, the LIFAC has restructured their working hours and are providing 24 hour support. Because of this major effort and the blasting of hundreds

of deck gratings and stanchions, the LIFAC has transitioned into the category of a "Large Quantity Generator" of Hazardous Waste. Prior to this project, they were limited to 2,200 lbs of Hazardous Waste a month, but as a "Large Quantity Generator" are unlimited.

Tanks and Voids:

Tanks and Voids Division was tasked with the repair and preservation of all below decks tanks and voids. Due to the difficult and hazardous nature of the work, this demanding task had previously been the exclusive domain of the shipyard, but in an effort to reduce costs during the Complex Overhaul/Refueling of Enterprise the job was assigned to ship's force personnel. Careful planning, meticulous tracking and the ultimate completion of this enormous work package has resulted in a cost savings to the Navy of more than \$100 million dollars.

Early estimates indicated that the completion of the entire 600 tank work package would not be feasible in the time available. Inputs were solicited from all members of the division and their ideas were utilized to dramatically increase productivity. Immediate improvements in the techniques, tools, and procedures used to accomplish work, resulted in a 30% increase in efficiency. Each team member was able to find personal satisfaction in seeing their inputs come to life and fostered a climate where ideas for improvement in all areas of divisional life were welcomed and seriously evaluated. This attitude continues to be a significant factor in achieving divisional goals and ensures continuous improvement of the work process.

As productivity increased and the remaining tanks and voids work dwindled, the division's work scope was expanded into a diverse group of difficult tasks including the preservation of 152 vent plenums, 8 CHT equipment rooms, 13 load centers and a variety of other working and living spaces, as well as the repair and preservation of 305 watertight doors, 140 joiner doors, the cleaning of 38 ventilation systems and the reinstallation of 90 exterior vent screens. As each new job was assigned, the division stepped up to meet the challenge resulting in quality work that was accomplished well ahead of schedule.

One of the finest achievements of Tanks and Voids Division was the completion of over 225,000 industrial man-hours without a mishap. This feat seems all the more extraordinary considering that, on a daily basis, team members worked with lead, PCB, asbestos hazards, toxic paint, respirators, gas free engineering, brazing, welding, and working as much as 40 feet in the air. Their flawless safety record is a tribute to the attention to detail and concern for others that is infused in each member of the division.

Tools/Paints/Rigging:

After streamlining their functions in 1992 the Tools Division concentrated their efforts on further consolidating their work package in 1993.

Though rigging jobs remained at a low level, their experience in moving heavy equipment became more evident as new equipment was brought aboard. A major job undertaken by the rigging team was onload of galley and laundry equipment for the Supply Department.

The spray paint teams were employed full time without letup or lack of spray jobs available. The paint locker continued to provide first class service to their customers without

mishap and established a high and low end for maintaining sufficient paint onhand for issue.

The tool room continued their sub-custody program of loaning tools to departments to eliminate wasted man-hours of waiting in line. In early December 1993, as part of Overhaul Department's consolidation efforts, the tool room returned to their parent department, Deck Department.

SUPPLY DEPARTMENT

January-March:

Readiness Divisions continued to operate at remote locations on Naval Air Station (NAS), Norfolk, St Julien's Creek Annex and the D. D. Jones Warehouse in Chesapeake. Due to SK and AK manning shortages, Nuclear Q-COSAL was relocated from St. Julien's Creek to the D. D. Jones Warehouse. Prior to the move, all material had to be relocated into newly purchased Vid-Mar cabinets. Aviation Stores Division (S-6) was disestablished and the Repairables function was assumed by Stock Control (S-1) in order to ease manning shortages.

On the services side, plans moved forward with the removal of installed galley equipment and load aboard of new equipment. Food Service Division instituted an enormously successful "Bun and Run" take-out breakfast on the afterbrow, and the equally successful lunch meal take-out pizza and super salad bar. The rehabilitation of staterooms was assumed by Operations Department. Sales Division drafted plans for the renovation of the Main Ship's Store and the two smaller satellite outlets. Inventory levels were reduced to achieve manageable levels through application of TQL practices. As a result, \$75,000 was turned over to Morale, Welfare and Recreation. Disbursing Division continued its outstanding performance with zero out-of-balance accounts and a 97 percent Direct Deposit System (DDS) participation. Contracts to refurbish VIP spaces such as CO's cabin, Main Ship's Store and Officer and Enlisted Barber shops were awarded.

April-June:

Readiness Divisions continued to provide excellent support for ILO processes, while completing the move of the Q-COSAL to D.D. Jones Warehouse. Material Division offloaded more than 1,000 pallets of excess SCOOP material. Stock Control began mock-up of storeroom locations at SP-88 on NAS Norfolk.

Services Divisions put on a full court press to ensure all installed galley equipment requiring replacement was removed and the new equipment lowered to the second deck before Reactor holes were closed. The Main Ship's Store was closed for contractor renovation and NNS Shipyard installed all new laundry equipment -- washers, dryers, presses, and dry cleaning machines. Renovation of both Barber Shops commenced in earnest. Another \$75,000 was turned over to MWR -- an outstanding accomplishment while in overhaul. Stock turn in the ships' stores were the best for any carrier in the fleet -- a tremendous achievement. 1 April saw the Post Office move under Supply management as S-12 Division. During this first quarter, 6,200 pounds of mail was received and over 1,000 money orders were sold. Overhaul and rehabilitation effort took a major upswing, as groundwork was laid for a second renovation contract, administered by Supply Department to retain more control over results.

July-September:

This quarter began with CDR [REDACTED] relieving CAPT Wynn Coon as Supply Officer. This change in management forced a paradigm shift from an externally driven Refueling Complex Overhaul (RCOH) schedule to an internalized Supply Department schedule. Additionally, preparations commenced immediately for Enterprise Change of Command and a Supply Assessment Assist Visit (ASMAT).

Planning was brought into sharp focus with specific attention to risk assessments. Program Management charts were developed covering every space and requisite overhaul and refurbishment jobs in the department.

Readiness Divisions were deep into preparation for ASMAT, highlighting areas requiring attention. Stock Control completed a wall-to-wall Q-COSAL inventory in preparation for End of Overhaul (EOH) Q-COSAL implementation. Material Division completed inventories of SCOOP, Operating Space Items (OSI) material and stock material, published an integrated shipwide Backload Plan. They also refined the Storeroom Plan for AVCAL and COSAL materials.

Services Divisions continued their superb performance, while preparing for ASMAT. Sale and Services Division (S-3) was nominated to participate in the Best Sales and Services Competition. Food Service Division received high praise for their outstanding support of Enterprise and Superintendent of Ships Changes of Command Ceremonies.

Overhaul and Rehabilitation Division, S-11, was established to centrally manage and coordinate the effort of the department in reconstructing 707 Supply Department spaces. A nucleus crew that had been working the rehabilitation of Food Service spaces and staterooms was the core of the new division. S-11 Division was increased from 20 to 60 personnel, and accomplished well over 20,000 man-hours of productive work. "Forward of Frame 92" became the focus of S-11 Division. Reclamation of the ship by zones was implemented and work was concentrated forward of Frame 92. An Integrated Product Team, consisting of Supply, Engineering, NNS Shipyard, CNAL and third-party contractor personnel was implemented and immediately began to pay dividends. Spaces began coming to life when the duty section moved from the Fleet Accommodation Facility (FAF) to Enterprise. The second renovation contract was awarded and specification work began.

October-December:

The final quarter of the year brought cold weather and long working hours as efforts to reclaim Enterprise intensified. Readiness Division began backload of SCOOP/OSI material in November, implementation and requisitioning of EOH Q-COSAL and reestablishment of S-6. In addition, they began a joint consumable wall-to-wall inventory in preparation for EOH HM&E COSAL implementation and requisitioning. The General Use Consumable List was the focus as all departments reviewed their requirements prior to release.

Services Divisions had their plates full with special Thanksgiving and Christmas meals. Engineering work neared completion in Forward Galleys and Sculleries with the test phase remaining. The Main Ship's Store "The Super Store" was opened in November -- the first space to be completed by the habitability contractors. CAPT Poole, CNAL Force Supply Officer, and the Commanding Officer performed ribbon cutting honors. The CO noted that the store was now the standard for the rest of the ship to aspire to.

A laundry contract was terminated on 1 December as S-3 took over responsibility for duty section laundry at the Naval Station Brig. Another \$70,000 was turned over to MWR to support the superb three day Christmas Party given for the crew. Disbursing received its annual CINCLANT (formerly FAADCLANT) surprise inspection without a single discrepancy in accountability -- the norm for the best Disbursing operation in the Fleet. S-12 was inundated with the Christmas mail rush and handled over 10,000 pounds of mail.

The ADP Division completed relocating operations from D. D. Jones Warehouse to Enterprise. This was accomplished through the move of four SNAP Vans previously used by USS Forrestal (AVT-59). Discussions are ongoing relating to installation of SNAP III equipment in place of the old DPS-6 computers.

S-11 has completed approximately 70 percent of the massive renovation task forward and has moved aft into the Aft Galleys and Storerooms. Plans are firm for Move Aboard and Sea Trials. The habitability contractors are preparing to turn over the CO's Cabin, XO's Stateroom along with the two Barber Shops.

TRAINING DEPARTMENT

COMMAND ALCOHOL ABUSE COUNSELORS

CAAC's primary purpose is screening and referral of substance abuse clients. CAAC also conducts Level II outpatient treatment for Enterprise crewmembers. CAAC counselors conduct weekly Stress Management and Treatment orientation for Enterprise's Indoctrination Classes. On an as needed basis, CAAC organizes and conducts ADAMS training classes. Servicing the command, CAAC provides weekly Aftercare meetings for those returning from treatment. Aftercare meetings provide ongoing patient care for those dealing with post treatment issues. In 1993 CAAC screened 102 clients. Of those screened, recommendations were: two for Level I monitoring without PREVENT, 22 for Level I with PREVENT, 24 for Level II outpatient treatment, 38 for Level III inpatient treatment, seven for administrative processing and nine for no action required. Five Level II outpatient groups were conducted providing treatment for 41 USS Enterprise shipmates. The Enterprise CAAC is presently manned by two Certified and one Advanced Substance Abuse Counselors. In the past year CAAC Enterprise has achieved full accreditation.

DRUG and ALCOHOL PROGRAM ADVISOR

The command Drug and Alcohol Program Advisor is responsible to the commanding officer for the administration and management of the command's Level I Alcohol and Drug abuse programs. In 1993 approximately 150 screenings were conducted by the DAPA. One hundred and two cases were referred to the CAAC office for alcohol related incidents; five were self referrals for drug abuse and three were referred for weight control problems. As the Command Aftercare Program Manager, an average of 40 personnel were supervised and assisted in their aftercare following Level II or Level III treatment. PREVENT classes were conducted on a bimonthly basis.

INDOCTRINATION

In 1993 the command Indoctrination Division processed more than 2,500 personnel through the INDOC program which consists of a series of instructional courses and lectures designed to prepare newly reporting personnel for life aboard Enterprise. Topics covered during INDOC include indoctrination into the ship's organization, standards of conduct and 3M and DC PQS introduction; Navy Rights and Responsibilities and core values; Departmental orientation briefings; introduction to the customer service oriented organizations (Personnel, Special Services, Post Office, Medical, Dental, RMD, etc.); a thorough safety briefing; and personal welcome aboard lectures from the Commanding Officer, Executive Officer and Command Master Chief.

WEAPONS DEPARTMENT

G-1

Completed the overhaul and reinstallation of 22 magazine sprinkler control valves, refurbished 02-225-4Q, 01-250-1-M, 01-245-10M and 01-240-01-L and reestablished the Damage Control work center.

CWO4 [REDACTED] assumed the responsibility of Range Master to assist in weapons qualifications for ship's company. One hundred seventy-five crewmembers were qualified for Navy Pistol Marksmanship awards, 116 of those crewmembers qualified for the Navy Expert Pistol medal.

G-3

Completed the refurbishment of 7-62-0M, 6-62-0M, 5-52-0M, 6-52-0M magazines, 75 percent complete in 5 other weapons magazines. Removed over 500 magazine deckplates and delivered them to LIFAC for refurbishment. Worked with LIFAC to manufacture new work benches for squadron spaces. Currently refurbishing 10 divisional fan rooms and 5 berthing compartments for crew move aboard.

G-4

WG40 - Passageways 03-67-09L, 03-92-01L, 03-92-01L, 2-129-6L, 2-129-4L, 2-115-4L and 2-191-4 were chipped, sanded, tile removed, deck prepared and all surfaces primed. Line Shack, 03-67-07L was chipped, sanded and primed. Removed the tile from the division office spaces. The Yellow Gear Shop, 1-217-1Q was chipped, sanded and primed and is now the home of WG40 work center. Three elevators, LS1, 2 and 3 were completely refurbished.

WG45 - Commenced the overhaul of 24 pneumatic hoists, completed a detailed inventory of all AWSEP gear and prepared 217 AER021-C weapons skids for shipment and conversion to MHU-191 bomb munitions handling trucks. The PFU was removed for overhaul by DYNCORP.

WG04 - CSMP tasking has dropped by approximately 70 JSNs through completed or deleted action. WG04 has accomplished 80 percent of their tasking for RCOH and has started jobs scheduled for the PSA/SRA period with SIMA assistance, including overhaul of overspeed governors, slack cable devices, buffer springs, ramps, clevis pins and stop blocks.

WG04 completed the overhaul of 183 pneumatic cylinders and more than 350 control valves. Conducted start-up maintenance on 12 elevators. Assisted NAVSEACENLANT in weapons elevator work package review and shipchecking of elevators. Provided approximately 4,000 man-hours in elevator support evolutions for shipyard and ship's force such as relocating the shipyard and ship's force TIC shacks from the hanger deck to the

magazines, assisting G-3 in the removal and installation of magazine deck plates, command sponsored cleanups to remove refuse and various departments requiring logistics of major equipment to and from the second deck.

G-5

Ordered more than \$50,000 in repair parts of consumables, keeping Weapons Department one step ahead in the overhaul period. Visitor Control processed over 1,000 contract personnel supporting the extensive overhaul. Developed and implemented an improved daily account of all personnel assigned to the Department, reducing the error rate by 36 percent. Added more than 1,080 key-ops to the Ship's Force Work Package and processed over 300 workpackages. Completed overhaul of six Weapons spaces.

Weapons Overhaul management:

57,979 man-hours expended and 464 key-ops completed.