



DEPARTMENT OF THE NAVY

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R.J. Naughton
R.J. NAUGHTON

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Command History

UNITED STATES SHIP ENTERPRISE (CVN-65)

1 January - 31 December 1994

Table of Contents

1. Command Mission and Organization
 - A. Enterprise Mission and Organization
 - B. Biography of Commanding Officer, Captain R.J. Naughton
2. Chronology
3. Narrative
 - A. Air Department
 - B. Aircraft Intermediate Maintenance Department
 - C. Communications Department
 - D. Deck Department
 - E. Dental Department
 - F. Engineering Department
 - G. Executive Department
 - H. Legal Department
 - I. Maintenance Department
 - J. Medical Department
 - K. Operations Department
 - L. Reactor Department
 - M. Religious Ministeries Department
 - N. Safety Department
 - O. Supply Department
 - P. Training Department
 - Q. Weapons Department

Command Mission and Organization

Mission

To provide a responsive, mobile strike force in support of national interests; launch, recover and support mission-capable embarked aircraft; communicate, coordinate and operate with joint and allied forces; provide the wherewithal for on-target/on-time ordnance delivery.

Organizational Structure

Commander, Naval Air Force U.S. Atlantic Fleet

USS Enterprise (CVN-65)

Commanding Officer Captain R.J. Naughton

Executive Officer

Captain D.A. Nestor (relieved in August)

Commander D.R. Bryant (reported for duty in July)

Command Master Chief MACM(SW) Ralph Herzog

Duty Station

Norfolk Naval Base, Va.

Chronology

27 September
Refueling and Complex Overhaul completed

27 - 30 September
Sea Trials conducted

12 - 26 October
Shakedown Cruise

5 November
Family and Friends Day Cruise

8-22 November
Independent Steaming Exercise

6-16 December
Independent Steaming Exercise

AIR DEPARTMENT

Air Department made a herculean effort to complete a complex shipyard overhaul in 1994. These efforts enabled Enterprise to achieve full flight deck and fuel system certifications in short order after leaving the yards. The Air Boss, CAPT Pat Tilley, received orders to Washington, D.C., and was relieved by CDR [REDACTED] in December. Also in December the Air LCPO, ABCM [REDACTED], received orders to Solomon Island, Washington D.C., and was relieved by ABCM [REDACTED]. CDR [REDACTED], formerly CO of VT-7, arrived in October and immediately assumed duties as Mini-Boss. In September, LCDR [REDACTED] checked on board to take over duties as Aircraft Handling Officer.

V-1

From January to May, V-1 concentrated its efforts on space rehabilitation and the completion of 80 divisional spaces. The division began non-skidding over 194,332 square feet of Flight Deck area in May. The project encompassed all elevator surfaces and catwalks. Despite heavy man power requirements, the division assisted Medical Department by accepting sixteen spaces to rehab. Divisional manpower was increased to 96 and the division began replacing all combing and scuppers and repainting Visual Landing Aides. To begin operational training, the division received a DUD A-6 to use as a training aide for personnel. V-1 was restored to full strength of 142 personnel in September. After completing the Flight Deck non-skid, the division quickly shifted to a full operational emphasis and prepared for flight operations. On Sept. 30, 1994, USS Enterprise (CVN-65) returned to NOB Norfolk. October was a critical month as the V-1 Division passed the final phase of Flight Deck Certification. On Oct. 12, 1994, Enterprise began the first sea period in which aircraft were recovered. In 8 days of flying, the flight deck logged over 900 traps. November and December at-sea periods logged 1,500 traps respectively. The division completed the year with over 2,900 aircraft movements and zero incidents.

V-2

V-2 Division entered 1994 excited about the prospect of the actual launch and recovery of aircraft after being in Newport News shipyard for over four years. To reach that point, many man-hours were expended installing, testing, checking and maintaining the vast array of ALRE equipment as well as performing rehabilitation of over 200 spaces. Over 130,000 man-hours were spent assisting VRT, CAFSU, and NNS, while also providing for ship's force work.

All four catapults were certified to once again launch aircraft. The systems underwent major upgrade overhauls including the installation of the DESI system. Three major shipalts were completed and 41 service changes were incorporated into the catapults. The four major underway periods provided the opportunity to launch and recover over 2,500 aircraft safely, efficiently.

The arresting gear crews expended more than 1,550 man-hours for hand-reeves, re-reeves, and pouring sockets on the five arresting gear engines. Over 6,322 hours of preventive maintenance in 1994 ensured a flawless performance by both the arresting gear crews and equipment. A total of 97 individual qualifications were attained during the four at-sea periods as the branch matured into a seasoned group of professionals.

The ILARTS/LENS work center ran more than 7,500 feet of video and audio cable throughout the ship preparing their systems for operational use. The support given to the VRT crew during the installation of the Fresnel Lens Optical Landing System (FLOLS) ensured a fully operational system ahead of schedule and aided in the certification of the flight deck. They also directly assisted CAFSU during the removal of the PLAT system in favor of the Navy's newest system - ILARTS.

The V-2 QA branch sponsored the submission of more than 50 Field Modification Requests (FMR's), and worked closely with SUPSHIP, CAFSU, and ship's maintenance making recommendations for the proper incorporation of more than 60 ALRE service changes. Additionally, the technical publications library was established, ensuring compliance with all manuals and directives.

The combined effort of all 12 work centers within V-2 greatly and directly contributed to the success that the Air Department and Enterprise enjoyed in 1994.

V-3

V-3 division had a stellar year. By spring, there were 130 personnel working to overhaul more than 300,000 square feet of overhead and bulkheads. Working around-the-clock from January to July, V-3 replaced all existing overhead sound boards with new, improved sound proofing, removed all loose paint throughout the hangar bays, and painted and installed all visual landing aid markings on the bulkheads. Additionally, all existing lights were removed and a new system installed. By September, the Hangar Bays were finished and ready for operations. In addition, V-3 personnel completed 50 spaces located throughout the ship.

In the fall of 1994, V-3 division was dropped from 130 to 70 personnel and the division concentrated mostly on training personnel and establishing the division in an operational mode.

In November and December, both bays were contracted to be non-skidded and the job, with the assistance of V-3, was

completed without a hitch. Subsequently, Bay 2 was certified to receive aircraft, a milestone completed six months ahead of schedule.

V-4

The Aviation Fuels Division completed the largest overhaul of any JP-5 fuel system ever attempted by ship's force personnel. The division completed rehab on more than 35 individual spaces and completed major rehabilitation projects on both number 3 and 5 JP-5 Pumprooms.

More than 1,642,848 gallons of JP-5 were unloaded. This was the largest amount of fuel unloaded by V-4 in 4 years.

In addition to the JP-5 onload, V-4 Division unloaded 4,500 gallons of aviation lube oil and issued more than 2,895 gallons to V-2 catapults.

From October to December, the Fuels Division pumped 684,367 gallons of JP-5, completed over 2,000 separate fueling evolutions, and drew more than 1,799 JP-5 fuel samples.

V-4 completed more than 750 separate equipment maintenance actions including disassembly, removal, and repair of major fuel system components. More than 150 level "A" work packages were completed.

The most noteworthy accomplishment during 1994 was V-4 Division achieving its JP-5 Fuel Certification during the second underway period. This officially ended the four year yard period and gave life to a new Fuel System once again. More than 200 individual qualifications were completed.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

AIMD completed the monumental task of overhauling more than 200 separate shipboard and squadron spaces at a realized estimated savings of \$1,500,000. Department noteworthy achievements include:

- Organized and disbursed through 31 separate shops more than 11,500 items of Support Equipment (SE) and associated hardware valued in excess of \$130,000,000.

- Developed a superb database-driven management program for tracking all air wing facilities requirements. By matching space allocations with aircraft maintenance requirements this program dramatically improved air wing maintenance facilities.

- Developed and executed a comprehensive plan for the accomplishment of well over 150 critical milestones that has ensured the ability of Enterprise to fully support the air wing.

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.

- Developed and implemented an extensive, integrated plan for space rehabilitation, work center backload, restoration of required engineering services and test equipment verification. Encompassing a total of more than 40,000 man-hours, this aggressive plan will restore AIMD's extensive repair facilities through the use of ship's force personnel with projected savings in excess of \$1,200,000.

COMMUNICATIONS DEPARTMENT

Milestones

1994 saw the turnover of many significant players within the Communications Department. Almost the entire leadership within the department changed. LT [REDACTED] relieved LCDR [REDACTED] as Communications Officer, CW03 [REDACTED] relieved CW04 [REDACTED] and both RCM [REDACTED] and RMCS [REDACTED] rotated to shore duty during the last year.

Message Traffic

Traffic load from 1993 increased by approximately 20 percent as the ship has changed operating tempo from overhaul to shakedown to final acceptance. PC to PC connectivity via GATEGUARD was upgraded to direct NAVCOMPARS access, significantly reducing the margin for error in transmission and receipt of message traffic. The MESSAGE DISSEMINATION UTILITY (MDU) software created an almost operator free interface for message processing environment. The only limiting factor in full system automation, as advertised, is the lack of dedicated, off-ship capable, telephone lines from the Message Processing Center to NCTAMS LANT. Enterprise communicators conducted a highly successful EAM drill (WHITE PINNACLE) soon after we departed the shipyard. This had not been accomplished in over four years.

Space Preservation

All 88 Communications Department spaces were completely overhauled and final inspections was completed during the summer of 1994. Communications owns 67 spaces and continues to diligently maintain the highest state of preparedness. The installation of a disintegrator in 03-25-4 increased our

capability, supporting the ship's need for a destruction facility for classified material.

CMS

The reactivation of the CMS account was accomplished without a flaw. With little to no lead time, in direct support with Combat Systems Testing, communications personnel acquired a suitable storage space and container necessary to meet security requirements. Since the initial load out of our four test tapes, we increased our authorized holdings to over 200 titles. A continuing CMS user training program is in place, with near 100 percent final qualifications already achieved, that quickly and efficiently qualifies newly reporting personnel and maintains proficiency for the rest of the department.

Equipment

Installation of the SA2112A (BAS) was completed during overhaul and final testing and acceptance by ship's force was conducted during acceptance trials. Numerous minor discrepancies were noted by Technical Control Facility personnel and necessary corrections were made by NNSY personnel.

DECK DEPARTMENT

Deck Department was reformed into four divisions during 1994. There were zero supply discrepancies for Crew Certification. Accomplishments include:

January - March

Started program which assumed 1,248 man-days of depot level repairs. Allowed scarce overhaul funding to be shifted to emergent repairs.

April - June

Finished an aggressive training program. Enterprise departed her four-year overhaul with three PQS qualified enlisted bridge watch sections.

July - September

Completed the removal, repair, and redelivery of 7,200 life preservers, 220 kapok life jackets, and all UNREP delivery gear. All ship's force items for redelivery and RCOH completion were completed on time.

Completed the rehabilitation of 149 Deck Department spaces (79% of assigned compartments).

Accomplished 848 hours of painting and preservation during the final quarter of ship's overhaul. All jobs had previously been assigned to the shipyard.

October - December

Prepared Enterprise for the USACOM Change of Command. 2,000 man-hours in five days were put to work preparing the sides, quarterdeck, and ceremonial passageways for the Secretary of Defense's visit.

DENTAL DEPARTMENT

Despite fluctuations in staffing and the requirement to move dental services from a barge facility to the overhauled spaces aboard ship, the Dental Department was able to provide crew members with uninterrupted dental care.

A significant portion of the final phases of the ship alteration projects were completed due to the effective and industrious efforts from the ship's work force, in general, and the personnel from the Dental Department, in particular. The first patient, in close to four years, was treated on board Enterprise on Sept. 1, 1994.

Due to the dedicated efforts of the entire department, the operational dental readiness increased eight percent from the time the ship left the yards to the year's end when it reached an unprecedented 90%.

The Dental Department demonstrated leadership in community service by providing organizational expertise for the ship's Combined Federal Campaign which exceeded its goal by 117% and was once again distinguished as one of the top military units on the Peninsula. The Dental Department was singularly honored by being the department with the highest percentage of goal attainment during the campaign.

The community also benefitted from the department's contribution of a well received Preventive Dentistry Program for the children of the John Marshall Elementary School which was done in conjunction with the American Dental Association's National Children's Dental Health Program.

ENGINEERING DEPARTMENT

Auxiliaries Division

The following encompasses the major accomplishments for Auxiliaries Division for 1994 by work center.

Catapults

Catapult Steam personnel worked closely with Air Department's V-2 Division to successfully complete deadload testing on all four catapults from January to May. From June to September, the Catapult Steam Shop worked with Reactor Department to complete power range testing on all eight of the ship's reactors. Between October to December, the Catapult Steam Shop worked hand in hand with Air Department to complete Catapult/Flight Deck certification, Carrier Air Wing qualifications, and performed valve maintenance on numerous steam valves.

Air Conditioning and Refrigeration (AC&R)

EA03 had a very productive year. After crew move aboard, it was the A/C and R Shop that kept the crew happy. After almost four years of living and eating off the ship, a total stores onload took place. All freezers and chill boxes though heavily loaded and undersized were kept to "specs" with no incidents and periodic hot gassing. A/C & R was directly responsible for the timely opening of Ward Room Two to support the air wing moving on board. During Sea Trials, not only did EA03 support the ACCCIT ventilation team visit, but also corrected an on going problem of inadequate chill water flow to electronic equipment in the Island.

Diesel Shop

1994 was a stellar year for the Diesel Shop. In January, a hot oil flush was completed on #4 Emergency Diesel Generator (EDG) Engine to complete a Class "B" Overhaul. Testing and Break-in of the EDG went smoothly and without any problems. Over one-hundred Pre-Criticality Inspection discrepancies were corrected in record time. The entire work center was noted as "Outstanding" during the Reactor Safeguards Examination (RSE). No Discrepancies were noted during the exam. Dozens of repairs and alterations were performed on all of the ship's 30-year-old EDG's. Ship's force completed the Ship Alteration which installed new air start systems and motors on all EDG's. This was depot level work.

EDG start-ups and runs were crucial for Reactor Start-Up. As for getting the ship underway for the first time in four years, this happened without any incidents.

The AIRLANT Diesel Inspector performed a complete diesel inspection on all four EDG's. Discrepancies were minimal, and most were corrected on the spot. The shop rigorously overhauled EDG spaces in preparations for the successful Operational Reactor Safeguards Exam (ORSE).

Hydraulics

The primary emphasis of personnel in the Hydraulic Shop was to assist the shipyard in the testing and turnover of four aircraft elevators, four deckedge doors, the B&A crane, four after steering units, five stores conveyors, #6 cargo elevator and the divisional door. The shop overhauled the aft pneumatic winch and returned it to operation. Forward and aft dumbwaiters were restored from IEM and tested satisfactorily after four years of inoperation. The shop attacked and fixed numerous aircraft elevator lock and stanchion failures during the last three months following the overhaul, spending many extra hours on board.

Damage Control

The A-Division Damage Control Shop played a vital role in the overhaul of Enterprise. The men assigned to Damage Control restored all A-Division spaces to full damage control readiness conditions in support of sea trials and the subsequent operational at-sea periods. The shop actively pursued the removal of the filter cleaning equipment and the space preparation to support the installation of a state-of-the-art Insinger Filter Cleaning Unit. The entire job of overhauling the filter shop was accomplished over the Christmas holidays with no impact on the ship's routine. As a result of the new system, the quality and quantity of daily filter cleaning has increased dramatically, and the crew's living comfort has shown a great improvement as well.

Oxygen - Nitrogen Producing Plants

The majority of the O₂N₂ shop's work consisted of testing equipment and new installations. O₂N₂ personnel brought the Forward and Aft Oxygen-Nitrogen producers up to 100% operation after being completely overhauled and idle for over three years. The O₂N₂ shop also assembled and installed: four oxygen/nitrogen purity analyzers, two acetylene analyzers, and eight saltwater relief MACHALTS for the HP air compressors. Some other jobs include the air end overhaul of several HPACs, the rehabilitation of the forward and aft producer/tank rooms, the installation of a

RIX LP air compressor in #1 AMR, and the rehabilitation of #1 and #2 Emergency Diesel Generator spaces for ORSE.

Steam Heat

The Steam Heat Shop was instrumental in the installation of 150 pieces of equipment in the galleys, as well as 40 hotwater heaters. Steam Heat saved the Navy tens of thousands of dollars by directing ship's force work on galley/laundry equipment during this last year of the RCOH. The hardest job for the shop was keeping up with the repairs to miles of service steam piping, and over 800 preheaters and reheaters as the system was brought on line.

Machine Shop

The Machine Shop continued to play a vital role in the overhaul of Enterprise, returning the ship to the fleet in a combat ready condition. The Machine Shop ensured the timely completion of 309 pieces for armored hatch jawbolts, 160 brass bushings for aircraft refueling stations, the rebuilding of #1, #2, #3, and #5 potable water pumps, and manufacturing 43 ventilation motor shafts. The Machine Shop also stoned slip rings for #4 Emergency Diesel Generator and #1 SSTG, a job typically accomplished by an IMA, but done by ship's force with outstanding results.

Electrical Division

The following comprise the major accomplishments for Electrical Division for 1994 by work center (subdivisions within E-Division).

E-1 Division

Support Shop

- Installed, overhauled, and maintained many general and hotel electrical items throughout the ship including over 250 pieces of galley equipment and 20 pieces of equipment in the sculleries.
- Ship's force electricians investigated and repaired the shipboard high capacity aqueous film forming foam systems, including 17 high capacity stations, two 3,500 gallon reserve stations, hangar bay sprinkling, flight deck countermeasure wash-down, and catwalk and hanger bay hose reels.
- Installed patient support equipment in Medical and Dental spaces ensuring full operability.

Battery Shop

- Made extensive repairs to shipboard battery charging switchboard ensuring capabilities to support AIMD equipment, such as yellow gear, the captain's gig, and all other small boats on board.

Electrical Hangar Bay Overhaul Tiger Team

- Overhauled hanger bay lighting, CONFLAG stations, and the 3MC/1MC system. Originally estimated for two years, the task was successfully completed in nine months with zero rework. Included in this task was the removal and reinstallation of over 500 lighting fixtures, 10,000 studs, and 5,000 feet of electrical cable in the hangar bay overhead. Also involved was the replacement of over 400 1MC/3MC speakers and the connection of over 2,000 feet of associated cable in the hangar bay. Performed electrical overhaul of #2 and #3 CONFLAG stations. This included the removal and replacement of four magnetic controllers, four power distribution panels, two power ABT's, six power transformers, and associated switches and cables. This project, which is normally accomplished at depot level, saved the Navy over \$70,000.

Power Shop

- Developed a motor test program, saving the Navy hundreds of overhaul man-hours and over \$1,000,000. This was used during the class "B" overhaul of over 300 ventilation motor controllers which were considered obsolete. Each controller required disassembly, stripping, priming, and painting. This task saved the Navy thousands of dollars during overhaul.

- Removed, installed, and tested nine capstan motor controllers. This task included the design and manufacture of new controller foundations and remote operating stations. This job would normally be accomplished by a shipyard activity.

E-2 Division

Sound Power Shop

- Rewired 45 sound powered circuits throughout the ship, replacing 35,000 feet of cable and installing 325 jack boxes.

Phone Shop

- Overhauled the ship's J-dial telephone system, installing more than 50,000 feet of cable, rewiring main feeder connection boxes, and installing 800 telephone units.

Navigation Shop

- Overhauled Ckt-Y Underwater Log (ship's speed), replacing the indicator/transmitter and repairing and/or replacing all repeaters throughout the ship.

- Completed an overhaul of Ckt-K shaft RPM indicating system in all plants and remote Bridge/Central Stations resulting in reliable shaft RPM indications.

Alarms and Warning Shop

- Overhauled and repaired more than 300 valve position indicators and associated cable and indicators. Several security systems were also installed and tested.

MC Shop

- Overhauled ship's 1MC (General Announcing) circuit throughout the ship, rewiring speaker groups, running more than 62,000 feet of cable, installing more than 600 speakers in spaces, resulting in wider 1MC coverage throughout the ship.

- Overhauled the 3MC (Hangar Deck Announcing) and 5MC (Flight Deck Announcing) Circuits, replacing 15,000 feet of cable and installing 120 speakers in the hangar bay, replacing 7,000 feet of cable and 92 speakers on the flight deck and catwalks. This work was absolutely critical for the successful certification of flight deck and hangar bay.

E-3 Division

Distribution Shop

- Completed the complex overhaul of all propulsion plant lighting and receptacle systems. This required the report and installation of over 60,000 feet of cable, installing over 650 lighting fixtures, overhauling all fuse boxes and switch panels, and the replacement of 150 receptacles.

- Completely overhauled the #2 and #3 special frequency motor generators and associated control equipment that included new voltage and frequency monitors, a project consuming well over 100 man-hours.

- Overhauled the ship's degaussing system. This included all degaussing motor generators, motor controllers, control panel and cables. This project saved the Navy approximately \$250,000 over what would have been required for a shipyard overhaul. Multiple grounds were identified and cleared, resulting in Enterprise's first satisfactory degaussing run in 10 years.

E-4 Division

Aviation Electrical Support Shop

- Performed a complete overhaul and replacement of the flight deck and hangar bay aircraft engine starting stations in four months, eight months less than the shipyard estimate. This work saved the ship over \$200,000.

Flight Deck Lighting Shop

- Completely rewired and overhauled the flight deck lighting system saving the ship over \$70,000 when compared to the shipyard bid.

Repair Division

Repair Division spent a busy year in 1994, as a vital part of the team that brought the ship out of the four-year overhaul. In addition to overhauling and rehabilitating divisional spaces, including the Pipe Shop, Shipfitter Shop, and Upper and Lower Nuclear Weld shops, R-Division assisted in the completion of spaces in every department on the ship. From pipe brazing in 03 level spaces, to installation of sinks and showers in third deck berthing areas, R-Division's efforts had a direct impact on the final preparations for leaving the shipyard and commencing sea trials. Some of the major accomplishments are listed below by work center.

Welders

The welders established a new repair standard for flight deck sprinkler nozzle replacement and replaced nearly 200 flight deck nozzles for the overhaul of the flight deck sprinkler system. Just prior to sea trials, the welders proved their emergent repair skills and capabilities by successfully performing emergent repairs on the reboiler and reduced pressure steam systems. The Weld Shop, in conjunction with the Pipefitters Shop, were also called upon to assist in the repair and installation of much of the galley and scullery equipment in both wardrooms and the forward and aft mess decks in support of crew move-aboard and underway food service operations in all food service spaces.

Pipefitters

The Pipe Shop replaced nearly 1,000 feet of CHT and hangar bay sprinkler piping and fittings in both hangar bays in support

of hangar bay certification and sprinkler system testing. The shop provided continued support for piping repair and replacement throughout the ship as well as dedicated brazer support to many divisions.

Nuclear Welders

The Nuclear Welding Program was reestablished on board, enabling the ship to utilize its own qualified nuclear welders for work on nuclear propulsion plant components. A shipboard welding and brazing qualification program was established to certify and track all hot workers on the ship.

Shipfitters

The Shipfitter Shop was overhauled and all its machines were returned to service after nearly four years of inactivity. Many jobs previously assigned to LIFAC were picked up by the shop after leaving the yards. Dedicated welders were used throughout the ship to secure equipment for sea and complete installation of storage racks, bins, and shelving in supply storerooms.

Locksmith and Engraving

The Locksmith and Engraving Shop re-keyed nearly all of the officer's staterooms. Assuming primary engraving responsibilities from A-Division, the shop manufactured thousands of label plates and signs.

Head Habitability

The Head Habitability Shop brought over 100 heads back on line in support of crew move-aboard. On short notice, they were able to replace fixtures in nearly every head on the third deck in preparation for Fast Cruise and Sea Trials. A head trouble-call and tracking system was established that resulted in outstanding response and repair rate of emergent head problems. The shop's repair skills were put to the test keeping CHT pumps and comminuters on the line. Utilizing parts obtained from decommissioned ship's, they were able to quickly bring pumps back on line while saving the Navy thousands of dollars.

DC Division/Fire Marshal

DC Division's extensive efforts during 1994 ensured successful completion of overhaul of all Damage Control (DC) installed systems and provided the basis of the ship's strong DC readiness. DC Division was ready in all respects to support two Reactor Safeguards Exams (RSE), Crew Certification, Sea Trails,

Flight Deck and Hanger Bay Certification, three shakedown cruises and an Operational Reactor Safeguards Exam (ORSE). The following comprises the major accomplishments of DC Division and the Fire Marshal during 1994, by work center.

Lightwater Shop

The Lightwater (AFFF) shop completed the overhaul and testing of all 17 high capacity fog foam (HCFF) AFFF stations. This testing included flight deck sprinkling, foam analysis, flight deck and hanger bay hose reels, and all 16 hanger bay sprinkling groups. The low capacity (LOCAP) AFFF station overhaul and rehabilitation was completed to support underway steaming in the plants and a successful ORSE. The LOCAPS were additionally prepared for removal during post overhaul SRA where they will be replaced with an integrated, high capacity AFFF piping system. The AFFF storage and transfer system was rehabilitated and was verified to supply AFFF throughout the ship.

CO2/Compressed Gas

The CO2/Compressed Gas work center completed the overhaul and testing of all CO2 hose reel and flooding systems to support Supply Department storage requirements and all propulsion plant operations. The HALON system rehabilitation and operational tests were finished and all Aqueous Potassium Carbonate sprinkler systems were completed to support feeding the crew after move-aboard and underway.

Firemain/Damage Control Petty Officer

The Firemain/Damage Control Petty Officer (DCPO) work center continued with the extensive testing and overhaul of the firemain system valves and remote hydraulic operating stations and all main drainage components. The ballast control flooding and educator system was extensively tested and successfully used to control list and trim during the underway periods. The DCPO Mart continued to refine its operating procedures and parts inventory in support of DC gear maintenance.

DC Division researched and submitted work packages to document and repair all inoperative deck drains, water tight doors, and water tight scuttles. The water tight door team provided valuable technical assistance and manpower to repair propulsion plant closures and to provide watertight and fire zone integrity.

Gas Free Engineer

The Gas Free Engineer and his assistants continued to provide support to open voids, conduct hot work and cold work, and to ensure basic shipboard safety practices were being adhered to properly. The Fire Marshal continued to train the inport repair parties and the inport Damage Control Training Team (DCTT) on a daily basis and provided the technical expertise for the training of the At-Sea Repair Party and At-Sea DCTT.

Chemical Warfare

The Chemical Warfare work center received over 30 tri-walls of DC gear and over 300 tri-walls of Chemical, Biological, and Radiological (CBR) gear. All gear was sorted and inventoried and ready for use. All 10 repair lockers and 21 supporting unit lockers were overhauled, resupplied, and placed in a fully operational status and the implementation of the improved access and storage system, with gear strategically mounted in passageways, is progressing rapidly.

Fire Marshal

DC Division and the Fire Marshal's Team practiced and provided training during General Quarters drills on fire fighting, pipe patching, shoring, and other DC topics. They anchored the in-port and At-Sea Fire parties in manning and technical knowledge. They have successfully ensured that Enterprise is fully DC ready to meet all obligations.

Machinery Division

1994 began with testing, repairs, and more testing pierside in Newport News Shipbuilding and ended with Enterprise at sea, launching and recovering aircraft.

In addition to operating the ship's four main engines, M-Division is responsible for eight Ship's Services Turbo Generators which provide electrical power for the ship, five Distilling Units which provide the drinking water, the Steam Reboiler which allows the crew to eat hot meals and take hot showers, and various auxiliary equipment located in the six propulsion plant spaces.

During 1994, M-Division accomplishments included:

January

- Tested all Main Engine Lubricating Oil Systems.
- Continued the testing of all Main Feed Pumps.

February

- Commenced the overhaul and restoration of the Potable Water System piping.
- Worked with A-Division to rebuild the six Potable Water Pumps.
- Flushed the steam and condensate sides of 2 Main Engine.
- Tested 3 and 7 Ship's Service Turbo Generators both mechanically and electrically.

March

- Assisted the shipyard in the repairs of 2 Main Engine Reduction Gear Bearings and Lubricating Oil System.
- Overhauled and commenced testing of the four Bilge and Stripping Pumps.
- Jacked over and assisted in the reaction testing of 4 Shaft and its bearings.
- Repaired 2 Reserve Feed Transfer Pump.
- Began testing and repair of 3 and 4 Distilling Units.

April

- Overhauled 2 Auxiliary Machinery Cooling Water Pump.
- Overhauled 3 Potable Water Pump.
- Chlorinated and certified the Potable Water System safe for crew use.
- Completed the mini dock trail of 2 Main Engine.

May

- Completed mini dock trail of 4 Main Engine.
- Overhauled and tested Potable Water Booster Pump Station and supplied water to the island structure.
- Assisted the shipyard in the repair of several major steam valves in 2 and 4 MMR's.

June

- Rebuilt Lube Oil Purifier in 2 AMR.
- Began testing of 5 and 6 Ship's Service Turbo Generator.
- Completed post repair testing of 1 Main Circ Water Pump, 1B Main Feed Booster Pump, 3 and 4 Distilling Units, and 1 Main Engine Lubricating Oil System.
- Inspected and closed all Propulsion Plant Condensers, Hotwells, and DFT's.

July

- Tested 4B Main Feed Booster Pumps.
- Began testing of 5 Distilling Unit.
- Repaired 3 Reserve Feed Transfer Pump after it seized.
- Completed mini dock trail of 1 Main Engine.

August

- Completed full-scale dock trails of all main engines.
- Repaired 2 Potable Water Pump.
- Began testing of the Steam Reboiler.
- Replaced steam seals on 1 Main Circ Water Pump.
- Completed all Distilling Unit testing.

September

- Brought Lube Oil Analysis Laboratory on line.
- Repaired all Main Feed Booster Pump check valves.
- Completed Fast Cruise.
- Completed highly successfully Sea Trails including a four hour full power run.

October

- Repaired wiped bearings on 11 Turbine Driven Fire Pump.
- Repaired large steam leak on 2 Ship's Service Turbo Generator.
- Repaired 2 Distilling Unit Distillate Pump.
- Supported first cycle of full scale flight operations in over four years.

November

- R-Division assisted in the repair of a 150# steam line and the Steam Reboiler Feed pipe in 2 AMR.
- Replaced pump end mechanical seals on 9 Motor Driven Fire Pump.
- Repaired 2B Main Condensate Pump after it seized.

December

- E-Division assisted in the repair of 2 Distilling Unit Ameroyal Pump.
- Repaired water leak on Steam Reboiler feed line with R-Division assistance.
- Replaced the 4A Line Shaft Bearing underway after it seized, allowing 4 shaft to be returned to operation in less than 48 hours.
- Assisted E-Division in the repair of 1 Ship's Service Turbo Generator Circ Water Pumps and 2C Main Condensate Pump.

EXECUTIVE DEPARTMENT

CDR [REDACTED] reported aboard and relieved LCDR [REDACTED]
[REDACTED] on 29 Nov as Admin Officer and Brig Officer.

Public Affairs Office

LCDR [REDACTED] is the Enterprise Public Affairs Officer.

Community Relations:

Enterprise continued its educational commitment to the youth of Newport News School District through Helping Hands Network (volunteers perform as job coaches and role models for high school special education students), Adopt-a-School (volunteers serve as tutors and positive role models for elementary school students), and Conflict Managers (volunteers teach district middle school students to be peer mediators and resolve student conflicts in a non-violent manner).

In 1994 Enterprise widened its educational volunteering efforts by becoming involved with the AN ACHIEVABLE DREAM program where volunteers tutor and participate in culture-enhancing field trips and sports to develop in children at-risk of school failure the motivation and skills to become productive adults.

These four programs garnered the ship numerous awards. In March Enterprise was chosen as a national finalist for the J.C. Penney Golden Rule Award, an award which recognizes educational excellence. In April, Enterprise was selected as a winner of the Virginia Governor's Award for Volunteering Excellence marking the second consecutive year the command was recognized by the Governor for its outstanding volunteer work.

In August, Enterprise reaped its second regional navy volunteer award by being selected as the 1994 Commander, Naval Base Norfolk Personal Excellence Partnership of the Year Award winner for involvement with the community.

Enterprise went on to be named the Chief of Naval Operations' first runner-up (sea category) in the navywide 1994 Personal Excellence Partnership Award competition.

Overall, Enterprise's 1994 Educational Endeavor saw 210 Big E Sailors volunteer 1,380 hours per month to grades K-12.

Internal Information:

The command newspaper, Big E Shuttle, continued to be a valuable tool to get navy news to the deckplate Sailors, recognize crewmembers' hard work and provide pertinent command information. Inport the newspaper was published bi-weekly; at sea it was published daily.

The Big E magazine was published quarterly to the crew's next of kin during 1994.

Distinguished Visitors Program 27 Sep - 31 Dec

- At-sea DVs - 80
- Inport DVs - 476
- Open House - 591
- Big "E" Con (Star Trek) - 665

Educational Services Office

- Administered 1,009 Military Leadership Exams.
- Logged 4,850 military courses.
- Administered 2,957 advancement exams.
- Advanced 1,137, including E-8 and E-9.
- Enrolled 125 personnel in Programs Afloat College.
- Education (PACE) on board Enterprise in October 1994.
- Used \$250 in Tuition Assistance funds.

Master-at-Arms

- 3 Oct, Brig certified by Commander in Chief, U.S. Atlantic Fleet

Career Information Center

As the Enterprise completed a four year RCOH, the mission of the Career Information Center focused on elevating the Career Information Training Course (CITC) completion rate. Current CIPM standards require a minimum of 75% training completion rate for personnel in paygrades E-5 through E-9 and O-1 through O-5.

As FY94 began, the command met this challenge by presenting CITC to Enterprise personnel during the Indoctrination phase of crew check-in. This training was offered at times which minimized interference with crew work and training schedules.

The Navy continued progress toward meeting the Congressional mandate force reduction. Several programs were continued in order to control the size of the Naval standing force.

The "Early Out" program offered the opportunity for Enterprise crewmen to request termination of their active duty contract. The Temporary Early Retirement Authority (TERA) allowed qualified crew members a chance to retire up to 5 years early. The VSI/SSB program allowed selected members to separate early with a cash bonus. Briefs were provided for the CO on how each members separation would effect the overhaul completion goal.

The crew complement received several personnel from decommissioning units. This presented circumstances where a member would serve on board for one year or less. This challenged the commands goal of providing quality training for successful careers assisting overhaul/mission completion.

In addition, a commandwide effort was made to monitor adjustment of Planned Rotation Date (PRD) ensuring Enterprise would return to sea with a well trained, operational oriented through with nominal man power turnovers or rating skill shortages.

During FY94 CINCLANTFLT and COMNAVBASE NORFOLK completed a comprehensive Career Information Program Assessment of

Enterprise. Recommendations to improve the CIPM process were implemented. Enterprise submitted a nomination package for competition in the FY94 CINCLANTFLT Golden Anchor award for retention program excellence. In response to the formidable competition Commander, Naval Base Norfolk acknowledged, "This year's Golden Anchor competition was extremely close and USS Enterprise's accomplishment in retention programs throughout FY94 were most noteworthy. Although your program was not selected... your retention team are commended for an excellent effort."

Retention Statistics

Nuclear

1st term

ELG 131
NE 11
REEN 51
GROSS 39% NET 36%

2nd term

ELG 36
NE 5
REEN 29
GROSS 81% NET 71%

3rd term

ELG 6
NE 0
REEN 6
GROSS 100% NET 100%

CRE

ELG 1
NE 0
REEN 1
GROSS 100% NET 100%

TOTAL

ELG 174
NE 17
REEN 87
GROSS 50% NET 46%

Over-all

1st term

ELG 318
NE 61
REEN 91
GROSS 29% NET 24%

2nd term

ELG 86
NE 9
REEN 68
GROSS 79% NET 72%

3rd term

ELG 51
NE 1
REEN 46
GROSS 90% NET 88%

CRE

ELG 3
NE 11
REEN 3
GROSS 100% NET 21%

TOTAL

ELG 458
NE 82
REEN 208
GROSS 45% NET 39%

Personnel Office

Enlisted Actions Processed:

- 1,075 receipts
- 424 Transfers
- 582 Separations
- 339 Reenlistments

- 8,513 Leave papers
- 33 Retirements
- 2,467 Navy identification cards

Legal Department

Military Justice:

In 1994, 27 cases were disposed of at Special Courts-Martial. Eighteen of them resulted in the accused receiving Bad Conduct Discharges in addition to forfeitures, brig time and reduction in rate. Twenty-eight were disposed of at Summary Courts-Martial. The Discipline Officer processed 783 report cards of which 374 individuals appeared at Commanding Officer's Non-Judicial Punishment. The Captain held mast 65 times during this period.

The Legal Office processed 182 administrative discharges, with four boards being held, resulting in 138 "other than honorable" discharges.

Civil Tracking:

The Legal Department tracked 188 civilian criminal cases for reckless driving, driving under the influence and various other offenses.

Legal Assistance:

The Judge Advocate and Assistance Judge Advocate saw more than 150 crew members for various legal issues, such as consumer protection, divorce, tax, and landlord/tenant disputes. A total of 241 notarizations, powers-of-attorney and 22 Wills were prepared.

Jagman Investigations:

The Legal Department processed 14 JAGMAN investigations.

Lectures:

Legal Department provided 67 briefs/lectures to crew members, including Command Duty Officer and Indoctrination Division personnel.

MAINTENANCE DEPARTMENT

The Maintenance Department was established in April 1994 when the SFOMS and Overhaul Departments were disestablished. Maintenance Department is now a permanent department which will continue to exist even after the Post Scheduled Availability (PSA). The function consists of the following five separate divisions: Technical Information Center (TIC Shack), Overhaul

Schedules Division (OSD), Maintenance Support Center (MSC), Quality Assurance (QA) and the Maintenance Manpower Material (3M) Division.

Quality Assurance

QA Division hosted the COMNAVAIRLANT QA Training Team and the COMNAVAIRLANT QA Audit Team. In addition, QA Division completed two semiannual Internal Audits. The QA Program on board was graded "Outstanding" by the Audit Team. Examples of Enterprise's QA Program forms, operating procedures, and policies were promulgated throughout the fleet by COMNAVAIRLANT.

The major challenge QA faced was how to efficiently transform a QA program that operated in a protected environment, such as the shipyard, to a viable stand-alone program. The transition occurred without missing a beat.

QA grew due to operational commitments. Four QA Supervisors (QAS), 25 Quality Control Inspectors (QCI), one Supply Controlled Material Petty Officer (SCMPO), and four 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 five QAS's, 70 QCI's, four SCMPO's and seven CMPO's. QA researched, developed, and approved 180 Level "A" Controlled Work Packages for electrical, hull, mechanical, and combat systems equipment. In addition, QA monitored work on 312 total Level "A" Controlled Work Packages and over 9,000 Level "C" Packages for overhaul, rehabilitability and maintenance. The division reviewed and maintained 28 procedures for repetitive tasks to ensure high quality work. The impact of QA is seen throughout the ship in everyday operations. Quality Control is being implemented in nearly every job being done on board.

MSC

After completion of the RCOH '91-'94, MSC has removed the remaining personnel from St. Juliens Creek Annex in Portsmouth, Va. With their return also came the re-implementation of the Organizational Maintenance Management System (OMMS) configuration data base on board. This enabled configuration reporting to occur from/to the Weapons System File for the first time since the beginning of the Overhaul.

After a diligent and complete inventory of MSC's technical documentation, the Technical Library grew from 4,000 to 9,000 manuals, and from 13,000 to 20,000 drawings, with over 550 documents still on order. Also, over 3,000 Configuration Change Sheets (OPNAV 4790/CK) have been submitted and validated which will ensure the most accurate logistic and technical support is available.

During the first COMNAVAIRLANT QA Audit since the beginning of RCOH '91-'94, the audit team reported, "A solid MSC organization is in place in the midst of a very lengthy RCOH,"

receiving an unprecedented grade of 100% on administration and 96% on procedures.

The MSC Division is manned by 14 senior rated personnel, comprising 10 different ratings to ensure an accurate cross section of the ship's maintenance personnel is assigned to answer all equipment questions. This provides competent around-the-clock customer service for all crew members.

OSD

The Overhaul Schedules Division continued its mission of collecting, recording, sorting, displaying, analyzing and reporting the status of the Ship's Force Work Package (SFWP) as the Overhaul period drew to a close. The division, through enhanced work procedures, was able to incorporate the SFOMS Supply Division, which coordinated the procurement of all rehabilitation materials. A side benefit of this merger was the realization of a single site service for all SFOMS functions, from job input to material ordering and status updates.

TIC Shack

Recognized for its many Total Quality Leadership (TQL) developed work-saving technologies, the TIC Shack was singled out by the Chief of Naval Operations as a TQL success story. As a result, members of the TIC Shack were privileged to brief the CNO on how these techniques made the TIC Shack operate better, cheaper and faster. The TIC Shack was also featured in a navy-wide distributed TQL video, "It's a Secret".

The primary goal during much of the year was to clear all work permits and tagouts, in preparation for Sea Trials in September 1994. Throughout this intense evolution the TIC Shack cleared over 2,000 work permits and 1,500 tagouts despite a 38% reduction in available manpower.

Upon achieving this milestone, TIC Shack was requested to continue providing hot/cold work requests and tagout service by utilizing TIC Shack developed data base programs, and has continued to ensure a safe, mishap free work environment.

3-M

The Ship's Maintenance Material Management (3M) Office maintained a very ambitious routine improving 3M service to the ship and preparing ship's departments to re-enter the fleet trained and ready to maintain the ship through planned maintenance. In achieving this, the 3M Office fully utilized each of the various support activities to ensure the quality of this effort. Namely:

Fleet Technical Support Center in the validation of planned maintenance system materials and start up maintenance on

equipment brought out of inactive equipment maintenance status.

Navy Management Systems Support Office (NAVMASSO) for the re-installation and upgrade of the Organizational Material Management System (OMMS). The OMMS database was updated and the software was upgraded to version 3.2. OMMS terminals were reinstalled in all work centers and formal user training given to department heads, division officers and departmental 3-M personnel.

Planning and Engineering for Repairs and Alterations of Aircraft Carriers (PERA CV) for the purging of the Current Ship's Maintenance Project (CSMP) of all outstanding maintenance actions that had been completed or were otherwise invalid. This initiative reduced the overall number of jobs to less than 2,000 from the original 7,500. PERA CV also was instrumental in converting the ship's work center database from AIRPAC to AIRLANT work center codes. This action was the final step in the transition of Enterprise from an AIRPAC to an AIRLANT asset.

The COMNAVAIRLANT 3-M Team was utilized extensively to clarify TYCOM 3M policy and to ensure that Enterprise was operating with the most current direction. A 3M assist visit was conducted while still in Newport News Shipbuilding. Areas covered included administration, maintenance schedules, qualification /training and documentation.

These efforts enabled Enterprise to re-enter the fleet thoroughly prepared and ready to resume the vital role that she was built for.

MEDICAL DEPARTMENT

Sickcall/Treatment Room

Sickcall treated over 8,896 patients, averaging over 741 visits per month. Patients were seen for a variety of reasons, from minor medical problems to emergencies. The Medical Response Teams were called to over 75 medical emergencies.

Pharmacy

The Pharmacy filled over 23,028 prescriptions, or about 1,919 per month. Included, the Pharmacy dispensed 12,057 over-the-counter medications.

Medical Administration

Medical Administration provided the following limited services: Over 512 consults were sent to various military and civilian area hospitals for medical appointments; processed 696

security clearances, completed over 1,950 shipboard/ aircraft firefighting health record screens; processed 246 non-Naval medical health care claims and over 920 sick-in-quarters chits.

Laboratory

The Lab obtained the results of over 35,520 specimens with the help of Portsmouth Naval Hospital. The Laboratory drew 8,488 blood samples, performed 2,718 urinalysis tests, and 324 microbiology cultures.

Immunizations

A total of 5,343 immunizations were given, of about 445 per month. There were also 1,238 PPD Skin Tests administered.

X-Ray

The x-ray services saw over 821 patients, creating over 2,995 exposures.

Aviation Medical/Physical Exams

This work center completed over 4,285 physicals and 1,324 electrocardiograms. They were also responsible for ordering 451 pairs of 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 sanitation inspections, and monthly to quarterly berthing inspections for cleanliness. They also provided over 1,106 lead screen physicals and 3,215 audiograms for occupational health programs.

Radiation Health

The Radiation Health Work Center completed over 704 TLD requests and submitted roughly 28 situational reports to the Naval Dosimetry Center in Bethesda, Md.

Inpatient Ward/Intensive Care Unit

Approximately 25 patients, possessing a variety of illnesses, were admitted to the Inpatient Ward/ICU during the at-sea period.

OPERATIONS DEPARTMENT

Air Operations

Enterprise Air Operations along with the remainder of the ship began 1994 in the final stages of a RCOH. In order to meet the requirement to begin sea trials in September, CATCC 65, manned at less than 20%, completely rehabilitated 21 departmental spaces which involved more than 12,000 man-hours. With more personnel regularly checking into the division, CATCC 65 was able to man up an entire watch team and conduct a successful June Team Training at NATTC, Millington, Tenn. This was the first time we had worked as a CATCC team in over four years. In August, CATCC 65 returned to Millington for another Team Training in preparation for sea trials and flight deck certification. While there, we set a new course record with a 95.57% team average on the CV NATOPS exam and a new curriculum record of 99% on the MOB-S-21-SF graded exercise. In September and October the flight deck was certified and CATCC 65 played a vital role in the certification of the SPN-46, the new final approach radar. October, November and December were spent carrier qualifying numerous fleet and fleet replacement squadrons. Throughout the year, CATCC 65 was responsible for safely completing a total of 1,136 Case III Carrier Controlled Approaches.

Combat Direction Center (CDC)

OT Division was almost entirely devoted to the rehabilitation of 22 ship's compartments. Over 10,000 man-hours were expended toward the completion of 126 key operations and ship's force work packages. OT Division tallied 2,788 total training hours (Safety, GMT, Professional, In-rate) while "standing-up" two major CDC work centers: Tactical Support Center and TSC ADP. All watchstanders were rigorously trained, and the AN/SQQ-34 ASW Suite equipment was certified. After four years of inactivity, the TSC completed qualifications during numerous ASW exercises, leading to a virtually combat ready M-2 status. Units working in ASW exercises include HS-15 "Red Lions" flying the SH-60F Seahawk, USS ALBANY (SSN-753), and the USS BALTIMORE (SSN-704).

OW Division was accountable for the facilitating, installing and overhauling of all Electronic Warfare systems including: AN/SLQ-32(V)4, AN/WLR-1H(V)5, AN/SLA-10B, AN/SSQ-82, MK-36 SRBOC, AN/SLQ-25 (NIXIE), and ULQ-16(V)1. In addition to electronic responsibilities, OW Division held lone responsibility for restoration of five weather deck sponsons as well as 12 interior spaces. All senior personnel conducted in-rate instruction directly accountable for over 90% of the division being qualified at their respective watch stations.

OI Division was re-activated in the CDC function on 19 Jan following the breakup of Operations Department Ship's Force Overhaul and Maintenance (OPS SFOMS). Since that time the division has increased from 27 to 84 personnel. OI Division was responsible for the complete rehabilitation of 62 spaces in the shipyard, including spaces for Training, Engineering and Supply Departments. The Flag Bridge and weather decks were returned to pristine condition.

In preparation for getting Enterprise underway, OI Division attended over 250 schools ranging from ACDS Block 0 Operator to Shipboard Firefighting. A highlight for OI Division was working with the Navigation Department to coordinate two underway periods on board the Naval Academy's Yard Patrol Craft to build the necessary skills of shiphandling, radar and visual navigation. This included navigation the patrol craft from the Annapolis harbor down the Chesapeake Bay into Norfolk in March and daily trips from the Naval Base to sea and returning.

The Naval Warfare Publications Library was reestablished and included the receipt and maintenance of over 1,000 publications including NWP's, Tacmemo's, Tacnote's, Lessons Learned and Joint Publications.

Upon accepting the Combat Direction Center from the shipyard, OI Division immediately began an intensive training plan to qualify in 677 PQS watchstations to date in support of all CDC underway watchbills. The division immediately began conducting training for its 10 Air Intercept Controllers and one helo controller who provide safety of flight for aircraft and helicopters coming to and going from the ship. Total AIC controlled runs for the year amounted to 281 intercepts including the control of F-14's, F/A-18's in simulated dog fights. A total of 55.5 hours was accumulated by the ASAC SH-60 helo controller for ASW and SAR missions.

During COMNAVAIRLANT Crew Certification Inspections Phase 1A, 1 and 2, the division received nothing but outstanding results in areas such as space preservation, training, PQS preparedness to get underway for Sea Trials. During Enterprises underway periods OI Division contributed immensely to the safety of the ship by providing Piloting and Shipping information to the Officer of the Deck during all Sea and Anchor evolutions and surface contact information to the OOD and CDCWO both from the Tactical Operations Plot on the bridge and the ASUW Module in CDC. Data LINK control was coordinated with ships and submarines in the VACAPES operation area and E-2C aircraft to provide the tactical picture. The Air Detect and Tracking module continuously tracked and identified all long range air contacts providing accurate and timely air contact information to the CDCWO and CATCC in Air Operations.

As a focal point of the ship, CDC was highlighted with several important tours throughout 1994 including the CNO, Heads of State and several cast members from the Star Trek and Babylon Five television series.

Intelligence

1994 was a year of rebuilding and reconstitution for the Intelligence branch. After three years of total standdown due to RCOH, the intelligence branch re-manned and rehabilitated all work spaces and resumed operations. As a whole, the branch accounted for over 6,500 man-hours spent refurbishing and upgrading 80 spaces. OZ Division stood itself up as the intelligence center of the ship by reestablishing its intelligence specialist training program and classified publication inventory, and commencing daily current intelligence and air operations briefings. OP Division came on line completing 765 color and black and white photo jobs after restoring its on board processing/printing capability for the first time in four years. Finally, OS Division reestablished the command SSO program and continued its move towards operational readiness with the installation of six TACINTEL equipment racks and teletypes as well as the new TRIBUTARY, JILE and ETWICS systems installation.

Electronic Materials Office

OED Division (formerly CSD Division) completed overhauling its spaces and transitioned into being a fully operational Data Systems division. They installed, tested and began using the new Advanced Combat Direction System, the UYQ-21 Digital Data Display System, and the CV Anti-Submarine Module. OED Data Systems Technicians learned to maintain everything from electronic cooling water systems to large screen display devices to digital data communications systems. The division grew to 34 personnel and is now responsible for maintaining the rapidly expanding computer resources throughout Enterprise. Technicians routinely repaired monitors, hard disk drives and keyboards as well as installing and testing a wide variety of hardware and software.

Radar Division (OER) formerly Combat Systems Radar (CSR), transitioned from an overhaul/habitability team to a functioning Radar maintenance and repair team. During this process the Xerox work center (OE09) transitioned from Savin copier use to Xerox copier use, bringing on board and installing 50 class II and 13 class IV Xerox copiers. The Search Radar work center (OE10), installed field changes and verified proper operation of the AN/SPS-49, AN/SPS-64, AN/SPS-67 and associated AN/SPA-25G's and Radar Distribution System. The ACLS work center (OE12), installed field changes in the AN/SPN-41, AN/SPN-43, CATCC-DAIR Systems. The AN/SPN-46 ACLS Radar was installed and certified. The IFF work center (OE13), installed field changes for all AN/UPA-59's and verified proper verification of the ship's IFF system. The SINS work center (OE14) overhauled the deck boxes for aircraft alignment and overhauled the AN/SRC-40 aircraft alignment equipment. The DCPO work center (OE44), ensured that

all emergency equipment and firefighting systems for the division was in proper working order. The completion of the above tasks resulted in successful first time certifications of the AN/SRN-25 (TACAN), MK XII IFF System, and the Aircraft Landing System (AN/spn-41, 43, 46, CATCC-DAIR), and a smooth running Radar division capable of meeting all challenges.

OEM Division, formerly Combat Systems Firecontrol (CSF) Division, completed the rehabilitation of their 60-plus spaces and transitioned to an operational and functional firecontrol division. OEM Firecontrol Technicians worked hand-in-hand in the successful Combat Systems testing of the Mk23 Mod 7 Target Acquisition System (TAS), two MK 57 Mod 3 NATO Seasparrow Surface Missile Systems (NSSMS), three Close-In Weapon Systems (CIWS) Mounts (with Block 1 Baseline 2 ORDALT), and the AN/SPS-48C Radar System. During Sea Trials, Shakedown Cruise, and ISE's, OEM personnel played a major role in demonstrating all firecontrol systems were operationally ready, as evidenced by various tracking exercises and CIWS Pre-Aim Calibration (PAC) Fires. The aforementioned feats are even more noteworthy, considering that OEM division was undermanned through these evolutions, but with an extensive training program and dedicated personnel they were able to meet all requirements for the year with great success.

OEC Division, formerly Combat Systems Communications (CSC) Division, completely rehabilitated their 25 spaces, installed/reinstalled various communications systems (specifics to follow) and transitioned to a operational and functional Electronics Communications Division. Specific accomplishments included:

- Performed Combat Systems Testing on over 200 pieces of communications equipment that was re-installed during the overhaul.
- Installed a single station INMARSAT system.
- Installed Commanding Officer's "A" Phone intercom system.
- Installed a Below Decks Communications System (PVPCS).
- Designed and installed SITE 501 CCTV cable distribution throughout the ship. This manpower intensive project included installing over 50,000 feet of cable and over 1,000 TV cable drops.
- Accepted custody of 450 new TV sets and distributed them to work spaces to enhance ship's ability to hold training over the SITE 501 system.
- Installed Cellular Telephone system.
- Screened excess material and equipment removed during overhaul and returned over two million dollars worth of material to the supply system for reissue.
- Completely overhauled the AN/UQC-1 Underwater Telephone System.
- Designed and installed a 2M/ATE Lab to support Combat Systems equipment.
- Merged Test Equipment calibration into AIMD Calibration Lab.

- Completed TECCR review of on board test equipment to identify excess and deficient equipments.

Along with the above accomplishments, OEC personnel were able to respond to all communications trouble calls with great success, keeping all communications systems and TV systems up with minimal downtime.

OA Division

OA Division (METOC) completed renovation and activation of all divisional spaces. OA personnel conducted 5,357 hours of professional training, executed 20 sets of TAD orders for training and qualified 80% of its assigned personnel completely in 3M and Damage Control. During the Fall at-sea periods, OA issued 160 local area forecasts, conducted nine flight weather briefings, took and transmitted 1,179 weather observations and launched 15 weather sounding balloons. This was a significant accomplishment for a division of 13 personnel, of which only two have had any at-sea weather forecasting experience and four with any at-sea weather observing experience.

Strike Operations

- Sep 94, Sea Trials (27-30 Sep 94)
- Oct 94, Shakedown (12-26 Oct 94)
 - a. Catapult Certification
 - b. Precision Approach Landing System (PALS) certification
 - c. Heavy weight F-14 catapult evaluation (max. gross wt. from 72 klb to 76 klb)
 - d. F/A-18 Take-off/Landing Advisory System (TLAS) evaluation
 - e. Shipboard Flight Reference System (SFRS) evaluation for GPS landing systems development
 - f. F/A-18 windscreen evaluation
 - g. 10 PAX River NATC pilots carrier qualified
 - h. CVW-8 CQ: 57 pilots CQ'd day/night
CVW-1 CQ: 49 pilots CQ'd day/night
 - i. 116 total pilots
 - j. Total traps: 659/242 day/night 901 total traps
- Nov 94 ISE-1 (8-22 Nov 94)
 - a. CVW-17 CQ: 69 pilots CQ'd day/night
 - b. Total traps: 460/195 day/night 655 total traps
 - c. AUTEC Range 15-16 Nov
 - 1. FORACS complete
 - 2. Weather (Hurricane Gordon) precluded completion of

SSRNM

- Dec 94 ISE-2 (6-16 Dec 94)
 - a. Fleet CQ 6-11 Dec
 - b. 57 pilots CQ'd total (55D/23N)

- c. CVRW-20 CQ: 34 pilots CQ'd day
- d. Total traps: 690/94 day/night 784 Total traps
- Calendar Year 94 totals: 240 pilots CQ'd
 Traps: 1,809/531 day/night
 2,340 total

NAVIGATION DEPARTMENT

Navigation Department has successfully made the transition from overhaul-oriented work to an operational capability, as witnessed by four underway periods and eight transits of the Thimble Shoals channel. The department was able to prepare for this transition through vigorous training and aggressive TAD assignments.

Navigation has also qualified a number of underway watch standers and built the foundation for the training of future bridge team and ship's control station watches. Qualified during 94's at-sea periods were 15 Junior Officers of the Watch, nine Surface Watch Officers, 11 Helm Safety Officers, 11 Aftersteering Safety Officers, nine Junior Officers of the Deck, and six Officers of the Deck. Future watch standers will be qualified and trained through the newly written Navigation Training Team Instruction and Bridge Officers tailored PQS Instruction. Additionally, several officers earned Surface Warfare pins, three Medical Officers and one Unrestricted Line Officer.

RELIGIOUS MINISTRIES

January-March

LT [REDACTED] reported on board 1 Feb to relieve LCDR [REDACTED] who, in turn detached on 25 Feb. LCDR [REDACTED] reported on 28 Feb to relieve CDR [REDACTED] who detached 4 Mar.

Chaplain [REDACTED] attended Building Effective Anger Management Skills (BEAMS) training at Family Service Center, Yorktown, and became certified as a BEAMS instructor. He also attended Suicide Prevention Training at the Menninger Clinic in Topeka, Kan., 20-25 Feb.

13-17 Mar, Chaplains [REDACTED] and [REDACTED] attended the Professional Development Training Course (PDTC) in Norfolk. Chaplain [REDACTED] attended PDTC 21-24 Mar. Both sites were Naval Station, Norfolk.

On 9 Mar, Chaplain [REDACTED] conducted a funeral for the 27-year-old wife of ABH2 [REDACTED]. She died of a lingering illness of over two years. Chaplain [REDACTED] had been working with them.

Chaplain [REDACTED] commenced daily mass in February and held the first worship service aboard the ship in over three years on Holy Thursday, 31 Mar.

Each month RMD organized a monthly Prayer Breakfast, usually held on the Enlisted Mess Decks, whether on the Floating Accommodation Facility or on the ship. The Prayer Breakfast moved on board the ship in September.

RMD participated in the Marshall Elementary School Adopt-A-School weekly until the end of September when the ship left Newport News. Volunteers served as classroom aides, assistant tutors, and playground chaperons.

April-June

On 12 Apr LT [REDACTED] began participating in twice-weekly "Back Door Ministry" at St. Vincent Catholic Church, helping to feed homeless people in Newport News. He also participated in a Holy Family retreat that same week.

Chaplain [REDACTED] attended training about CHAMPUS at Portsmouth Naval Hospital on 18 Apr. He attended a CREDO retreat 12-15 May and TQL training 17-20 May. On 8 Jun Chaplain [REDACTED] responded to a duty call, the crib death of an Enterprise sailor's baby. In mid-June he attended his annual church conference for his denominational endorsement, 13-17 Jun.

Chaplain [REDACTED] attended a CREDO retreat 28 Apr- 1 May. He attended his annual church conference 31 May-3 Jun. Chaplain [REDACTED] officiated a Baptism using the ship's bell in the Fo'c'sle on 26 Jun.

On 13 Apr, RMD moved their offices from the FAF to the ship, almost three months ahead of the revised schedule under which we were currently operating. We opened a library for the crew on the FAF the last week of June.

July-September

The first worship service held in the ship's chapel since the beginning of overhaul was on 17 July. The ship's Library and Crew's Lounge were completed and opened just over a week later.

Chaplain [REDACTED] served as coordinator of the Helping Hands Project in Newport News in August. Chaplain [REDACTED] attended BEAMS training at Yorktown FSC in June and July. In August he began offering the six session BEAMS Class to crew members.

Chaplain [REDACTED] attended Family Advocacy Training with the ship's PXO on 14 Jul at Yorktown FSC. In August he began offering a weekly Stress Management Class that crew members could attend.

October-December

During the October underway period, 12-26 Oct, Chaplain [REDACTED] produced SITE-TV training videos on the ship's Library and on Suicide Prevention, and with Chaplain [REDACTED] a video on AMCROSS messages and emergency leave.

Enterprise offered a Dependent's Day Cruise on 5 Nov during which Chaplain [REDACTED] offered the first wedding on board the overhauled ship.

During the November ISE, 8-21 Nov, Chaplain [REDACTED] was sent ashore on 10 Nov to minister to the family of MM2 Jason Sheets who was killed the night before we got underway. His work eventually resulted in his conducting MM2 Sheets' funeral at Arlington on 15 Nov. Meanwhile, Chaplain [REDACTED] organized a Memorial Service of MM2 Sheets on board the ship on 13 Nov.

CDR [REDACTED] reported on board on 1 Dec to relieve CDR [REDACTED].

SAFETY

January to March

Safety personnel completed the rehabilitation of the Safety Department Office and Laboratory. The major focus of this period was closely monitoring the hangar bay rehabilitation due to the potential for large safety and environmental problems. Over 489 lagging samples from various points throughout the ship were taken during the on-going process of identifying asbestos lagging materials.

April to June

Safety Department moved back on board the ship from the floating accommodation facility. Personnel attended a variety of schools to expand safety and damage control knowledge. A key area of attention was berthing space inspections to note final discrepancies to be repaired before occupation.

July to September

The ship made final preparations for a post-overhaul sea trial. The Safety Department conducted spot-checks and emphasized securing the ship for sea. A significant rotation of personnel occurred with a new Safety Officer and Industrial Hygiene Officer reporting. The RCOH which began in 1990 was completed with over 15,000 Hazard Reports, over 5,000 asbestos samples taken and no fatal industrial accidents.

October to December

The transition was made to normal operations. The ship completed three independent steaming evolutions without major incident. Complex noise surveys of the propulsion plants while steaming and all power-driven yellow gear were taken. A four-

part holiday safety lecture series was written for training all hands. It emphasized home and winter safety and helped ensure a very safe holiday period. In preparation for PSA/SRA 1995, a respirator issue room was set up to ensure crew respiratory safety by providing a central issue, cleaning and repair location.

SUPPLY DEPARTMENT

January-March

Readiness Divisions operated at remote locations on Naval Air Station (NAS) Norfolk and D.D. Jones Warehouse in Chesapeake, as well as on board. Stock Control Division (S-1) implemented the End Of Overhaul H,M&E and Q COSALs. This resulted in the requisitioning of over 13,000 new allowances. Aviation Stores Division (S-6) was reestablished in January. S-6 assumed all responsibility for Depot Level Repairable and began the lengthy process of refurbishing all Aviation Stores spaces on board. S-6 continued to operate at SP-88 for DLR customer service transactions and on the ship for refurbishment and preparations for crew move aboard. Thirty tri-walls of SCOOP and OSI material were backloaded. Plans were coordinated with AIRLANT for the anticipated AVCAL cross deck between Sstsypgs and Enterprise. Fifty Test Bench Installations (TBIs) were cross decked from John F. Kennedy to Enterprise to support AIMD bench verification. Material Division (S-8) began the monumental task of backloading OSI and SCOOP material from D. D. Jones. The Postal Division (S-12), in addition to continuing the renovation of its spaces, continued to provide uninterrupted mail service to the crew, selling over \$2,844 in stamps, and \$123,721 in money orders.

Early February 1994, Newport News Ship Yard (NNSY) completed relocating SNAP DPS-6 mainframe computers from D.D. Jones Warehouse to Enterprise.

On the Services side, plans moved forward for the final restoration of the Forward Galley and Mess Decks areas. The final re-installation of the overhead and all galley equipment in the Forward Mess Deck Galley was completed, as well as the restoration of all Food Service storerooms and all three S-2/S-2M berthing compartments. The Disbursing Division continued on its outstanding performance with zero out of balance accounts and 94 percent Direct Deposit participation.

April-June

In June, COMNAVAIRLANT was onboard for the Supply Management Assessment (SMA). S-1 was graded "OUTSTANDING" for stock control and "EXCELLENT" for financial management, and S-12 was graded as

"EXCELLENT" for postal services provided. Establishment of the Hazardous Material (HAZMAT) Division was completed, and a base line inventory was established. The HAZMAT Division was created to handle the issuance, collection and disposal of all shipboard hazardous material in compliance with Federal Environmental Protection Agency (EPA) statutes and laws. S-8 was graded as "EXCELLENT" for material and "OUTSTANDING" for hazardous material control. Aviation Stores received a technical assist as they were not fully operational. S-6 completed the renovation of all of its aviation storerooms in preparation of the backload of DLRs, COSAL bulk material, and 1,800 aviation MAMs that were transferred from John F. Kennedy to Enterprise for AIMD support.

S-7 continued to support shipboard SNAP operations through the USS Forrestal SNAP computer vans. NNSY continued to run computer cabling throughout the ship for the installation of the AN/UYK-65 computer.

S-2 Division re-opened the Forward Galley and Mess Decks on 30 May. In the June COMNAVAIRLANT SMA, S-2 received a grade of "EXCELLENT". S-4 received a grade of "OUTSTANDING" for its disbursing operation. S-3 received a grade of "OUTSTANDING" for its sales operation. S-5 received a grade of "OUTSTANDING" in its food service operation. In addition, they completed their restoration of the Commanding Officer's inport cabin and galley, and re-opened Wardroom I.

July-September

In August, Material Division completed the backload of 40,000 line items from the Integrated Logistics Overhaul (ILO). As the HM&E COSAL material was moved from the ILO site, Aviation Stores Division began to cross deck and receive the entire USS Saratoga AVCAL at the SP-88 warehouse. In September, Stock Control completed the 100 percent material on hand certification for Q-COSAL, NAVSEA 08 requirement prior to the End of Overhaul Fast Cruise. The Saratoga AVCAL was successfully cross decked to Enterprise (22,000 line items). All surface Depot Level Repairable (DLR) and COSAL bulk stock material was backloaded into the "A" Bulk storeroom. The HAZMAT Division expanded its support services for shipboard personnel, by taking over the paint locker from Deck Department, initiating a 24 hour service operation, and bringing the Hazardous Inventory Control System (HICS), computer program on line. In addition to establishing a postal indoctrination course for new arrivals, S-12 conducted \$4,341 in stamp sales, and \$8,062 in money orders sales.

In late August, S-7 returned its SNAP operation to Enterprise following NNSY's renovation of the SNAP computer suite and installation of the remote terminals and associated printers.

Services Divisions continued their superb performance, with S-2 loading out 45 days worth of food stores, in preparation for sea trials. On 15 Aug, S-2 re-opened the Aft Galley and Mess

Decks. S-3 Division completed the rehabilitation of the Bulk Storeroom, and opened the Officer/CPO Barbershop, a "Corner Store", "P-Way Pit Stop", Embroidery Shop, and a 24 hr/day vending operation that provided the crew with 13 canned drink machines and four snack vending machines. In recognition of their efforts and service to the crew, S-3 Division was named runner-up in NEXCOM's Best Sales and Services Award Program. S-3's outstanding effort in bringing these operations on line, culminated in a yard period record of \$95,000 in ship's store profits being generated and ultimately turned over to the Ship's Morale Welfare and Recreation Fund. S-5 completed renovation of ship's company staterooms to accommodate the move aboard of over 400 officers and officer equivalents in preparation for sea trials.

October-December

Enterprise's Readiness Divisions reached their full potential. Stock Control expedited numerous requirements in support of Flight Deck Certification, USACOM Change of Command and ORSE. Aviation Stores Division began the process of bringing AVCAL aboard and supporting flight operations. Material Division began issuing parts on regular basis in addition to completing the backload of the final remaining SCOOP and OSI material at D.D. Jones during the short import periods. In addition to the holiday season witnessing S-12's stamp and money order sales soar to \$5,738, and \$125,214 respectively, S-12 recorded an "OUTSTANDING" grade from the postal assist team during their December 1994 visit.

The final quarter of the year saw Enterprise add 127 new 386/486 microcomputers to the ship's ADP inventory in support of the ship's mission. October saw NAVMASSO upgrade the OHMS software to version 3.2.. Enterprise was the first ship to successfully transition from OHMS 3.0 to 3.2.

Services Divisions had their plates full with special Thanksgiving and Christmas meals, the USACOM Change of Command ceremony and reception, Family and Friends Day Cruise, the Chinese Armed Forces General Staff, and numerous other VIP luncheons on board. These highly visible command functions were major public relations successes for Enterprise. Since re-opening in May 1994, the Services Divisions have served over 850,000 meals, worth in excess of \$1,250,000. S-3 supported the endless VIP tours including the Star Trek Convention, generating a record \$95,000 in Ship's Store profits that were turned over to MWR and used to support a superb Christmas party for the crew.

TRAINING DEPARTMENT

Command Alcohol Abuse Counselors

CAAC conducted Level II outpatient treatment for crew members, weekly Stress Management and Treatment orientation for Enterprise's Indoctrination Classes, ADAMS training, and weekly Aftercare meetings for those returning from treatment. In 1994 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 no action required. Five Level II outpatient Groups were conducted providing treatment for 41 USS Enterprise sailors. 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.

Drug and Alcohol Program Advisor -

Approximately 170 screenings were conducted by the DAPA. 95 percent of those were sent to the CAAC office for further screening. DAPA also screened 11 self referrals for weight control problems and all completed treatment.

Indoctrination

The command Indoctrination Division processed more than 1,500 personnel through the INDOC program.

Special Services Division

- Coordinated 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.
- Subsidized ticket sales for over 300 events, totalling 25,000 tickets.
- Sponsored events ranging from Super Bowl parties to an Easter Egg hunt for the crew's families.

Fitness Center

Moved back aboard the ship in the spring. Located beneath the Forecastle; stocked with \$50,000 in fitness equipment ranging from the free weights to exercise bikes.

Captain's Cup Competition

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

Enterprise Teams

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

Command Reconditioning Program

- Cornerstone of the physical readiness program and has been copied by many commands.
- Classes are offered five times weekly. They include comprehensive reconditioning programs involving muscular and cardiovascular exercises.
- 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.

TAD Division

Over 700 personnel were sent on cost travel with a budget of over \$300,000. No-cost orders to fire fighting and all other local schools totalled 4,117 orders generated.

The command made a significant milestone prior to leaving the shipyard in September by eclipsing the 90 percent completion rate for both 3M 301 and General DC PQS.

WEAPONS DEPARTMENT

As Enterprise prepared to complete its four year overhaul, the Weapons Department began to reorganize and ramp up its manning levels to full operational capability. During the year, previously dormant divisions were stood up, manning increased from below 50 men to over 200 by year's end, and significant work on weapons elevators was accomplished by both Newport News Shipbuilding and Enterprise personnel. In July, the incumbent Weapons Officer, CDR [REDACTED], retired and was relieved by CDR [REDACTED]. The following is a breakdown of division specifics:

G-1 Hangar Deck, Flight Deck

G-1 Flight Deck and Damage Control work centers completely refurbished 42 work center spaces and an additional 30 officer staterooms. LT [REDACTED] joined the team as division Officer in the Fall.

G-1 Hangar Deck and Aviation Weapons Support Equipment (AWSE) Branches were established with the responsibility for the inventory, upkeep and backload of over 3,000 items of AWSE. Additional G-1 forklift maintenance personnel were assigned to St. Julian Creek, Portsmouth, to overhaul and upgrade 21 Raymond Reach Electric forklifts. At year's end, the division had undertaken the major rehabilitation project of 167, 176, and 186 Magazine Group areas.

G-2 Armory

Most of 1994 was spent planning for and conducting a major magazine sprinkler system overhaul. Over 200 magazine sprinkler discrepancies were corrected from the divisional CSMP. Over 30 magazine control valves were safely removed, repaired, and then reinstalled without incident. With some control valves weighing over 800 lbs, this was an extremely difficult, potentially dangerous process. As a direct result of a "Safety First" attitude by all personnel, no injuries or incidents occurred.

G-2 removed over 350 vented check valves to the automatic control system as required after the discovery that a large percentage of failures had occurred. Each replacement valve was individually tested and certified operational by the magazine sprinkler crew. As each new vented check valve was installed, new transmission lines were also installed.

G-3 Magazines

Because of significant "intrusions" on our magazines throughout the RCOH (both shipyard and ship's company shops moved into empty magazines while much of the ship was uninhabitable), G-3 Division spent much of their time refurbishing public spaces and assisting other divisions/departments. A significant accomplishment was their dedicated support to the total rehab of all main deck passageways, including cable pulling, chipping, sanding, priming, painting, and tiling decks. With the demise of the CV special weapons handling requirement, both Forward and Aft SACS offices were rehabilitated and officially designated as G-3 divisional and Weapons Officer offices. As the ship completed RCOH and returned to sea, the division began the systematic rehab of all magazines and continued its off-ship rebuild of magazine hoists at SIMA Norfolk.

In preparation for Enterprise's return to operational status, the division embarked on an ambitious weapons handling training program, and took advantage of every opportunity available for both formal schooling and OJT. Two weapon assembly crews received Mobile Ordnance Training Team (MOTT) training at NAS Oceana, Va. In addition, we sent two teams TAD to NAS Fallon, Nev., (2-18Nov94), and NS Roosevelt Roads, P.R. (28Nov-16Dec94) in support of CVW-17 weapons training.

G-4 Weapon Elevators

Early in the year, G-4 Division's electricians restored electrical services to four berthing compartments and seven fan rooms out of service for over four years to meet a major overhaul milestone -- the crew move aboard in late spring. They provided electrical support of over 100 trouble calls to four weapons divisions. G-4 assisted G-1 in the electrical disconnect and installation of four forklift battery charging stations overhauled by the Weapons Elevator Support Unit (WESU).

Although a paucity of funds precluded the accomplishment of most Weapons Department SHIPALTS during the RCOH, one weapons elevator SHIPALT was funded due to its large scale. Lower Stage Weapons Elevators 4A and 7A were totally rebuilt by Newport News Shipbuilding, a task which took over a year. Those elevators were enlarged (extended by approx 8') to allow movement of new generation ordnance (SLAM, upgraded Harpoon, etc.) and both were extended up to the Hangar Deck level (both previously ended on the Main Deck) to facilitate ordnance movement to the Flight Deck. This extremely difficult and lengthy SHIPALT was monitored by G-4 and, when several potentially catastrophic Main Deck hatch discrepancies were discovered by them, they worked closely with NAVSEA, NNSB, and the Supervisor of Shipbuilding to successfully resolve the problems.

G-4 also developed the overhaul package of over 100 JCNs and 14 SHIPALTS for 14 weapons elevators for PSA 1995. Then they worked side by side with CNAL's Weapons Elevators for PSA 1995 and the installation of 14 SHIPALTs. This PMS intensive effort required over 2,000 man-hours to make the elevators operational that had been in lay-up for over four years and included the weight testing of six weapons elevators. Along with NAVSURFWAR-CEN, SHIPSYSENGSTA, Philadelphia, Pa., G-4 helped with the installation of overhead door safety mods to lower stage elevators and high speed overtravel switch for US elevators.

G-4 completed the rehabilitation of six passageways, six compartments, 10 elevator shafts, and six machinery rooms with less than 15 men. The G-4 Division Officer (CWO2 [REDACTED]) managed the work of seven departments in the complete rehabilitation of 16 second deck passageways.

G-4 accomplished the removal and installation of over 450 pneumatic hose assemblies for overhaul by SIMA's Norfolk and Portsmouth.

G-5 Weapons Admin

Another division which was "stood up" during the past year, G-5 spent much of its efforts in rehabing its spaces. As the ship neared the end of RCOH, the G-5 crucial Ordnance Control work center was established. Under the guidance of the Ordnance Handling Officer (LCDR [REDACTED]), the AOCC team conducted extensive training in preparation for our Fall underway periods where various types of live and inert ordnance was carried. In addition, as magazine configurations were finalized, the OHO and AOCC team developed our ordnance load stowage plan to ensure all required power projection weapons requirements were met.