



DEPARTMENT OF THE NAVY

USS ENTERPRISE CVN-65
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M. D. MALONE

Command History

UNITED STATES SHIP ENTERPRISE
(CVN 65)

1 January - 31 December 1995

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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. R. Bryant

Command Master Chief MACM(SW) Ralph Herzog

Duty Station

Norfolk Naval Base, Va.

Chronology

10-19 January - ISE 3

16-20 January - ORSE

23 January - Commence PSA/SRA at Newport News Shipbuilding, Newport News, Va.

7 July - Dead Stick move to NAVSTA Norfolk

14-21 July - Sea Trials and ISE

8-21 August - ISE

25-27 August - CQ for CVW-1

8-15 September - TSTA IV

16 September - Friends and Family Day Cruise

4-9 October - ISE

9-12 October - Inport Ft. Lauderdale

12-14 October - ISE

20-22 October - Underway AMMO Onload

7-16 November - ISE, INSURV 4-10 Nov.

29 November-13 December - TSTA I/II

AIR DEPARTMENT

Air Department started 1995 by once again tying up pier side at Newport News Shipbuilding for PSA/SRA-95. The hard work by both the shipyard and Air Department personnel enabled Enterprise to achieve full fuel certification and flight deck certification immediately following PSA. CDR [REDACTED] and CDR [REDACTED] continued to lead the Air Department as the Air Boss and Mini Boss.

V-1 Division

V-1 Division took on the mammoth task of rehabilitating all of the catwalks, more than 5,000 square feet of island space and 50 division spaces.

Returning to sea in July, the division easily made the transition to an operational environment, completing various carrier qualification periods which culminated in the first cyclic flight operations onboard Enterprise in four years.

V-1 Division was in the spotlight during the Friends and Family Day Cruise in September, demonstrating flight operations and the capabilities of Enterprise's air wing to thousands of guests.

October was a critical month for V-1 Division. The division played a key role in the highly successful NATO Defense Ministerial visit and Weapons Capability Demonstration. In addition, the division played a critical role in the planning and execution of an extensive ammunition on-load utilizing H-46 and experimental K-Max helicopters.

Another milestone was reached in November when 52 aircraft from Carrier Air Wing 17 came aboard to conduct cyclic flight operations. This was the largest contingent of aircraft to board Enterprise since entering the yards in 1990. In 1995, V-1 contributed to the safe launch and recovery of more than 4,000 aircraft.

V-2 Division

V-2 organized an extensive Aircraft Launch and Recovery (ALRE) work package and completed the major overhaul successfully and ahead of schedule. These work packages involved 36,000 man-hours of preventative maintenance. This maintenance was performed by the four major branches of V-2. To increase V-2's capacity to perform PMS, the majority of ALRE equipment spaces were completely overhauled. This involved the installation of workbenches, welders, various vices and toolboxes. V-2's maintenance support tool rooms were cited as one of the fleet's finest during the November INSURV inspection.

Shortly after PSA/SRA and the first at-sea period, 30 preflight maintenance checks involving 1,500 man-hours were completed in two weeks.

In August, Enterprise was requested to complete a last minute Carrier Qualification commitment for the USS America (CV 66) to enable its air wing to depart on time for its Mediterranean deployment. V-2 did their part in minimal time by completing a major arresting gear re-reeve and numerous catapult inspections including a shuttle inspection. All four catapults and the arresting gear performed flawlessly. More than 3,238 maintenance actions on 11 major aircraft launch and recovery systems totaling 70,000 man- hours were performed.

The Waist Catapult branch surpassed 75,000 total launches from the deck in 1995. Training was paramount with 32 personnel receiving 105 catapult station PQS qualifications. The bow catapults launched an impressive 3,877 aircraft and set an Enterprise milestone by having catapult number one launch its 110,000 shot. Catapults one and two maintained a 99.2% availability rate during the seven months Enterprise was not at Newport News Shipbuilding.

The arresting gear branch expended 13,824 man-hours on the rehabilitation of arresting gear machinery spaces in addition to the 14,784 man-hours of preventative maintenance. Emphasizing team work and training, the gear attained 153 PQS watch stations while maintaining a 97.2% 3M and general DC qualification rate.

V-2 Division's ILARTS branch was busy installing new bow surveillance cameras. These new cameras were part of a stand-alone package independent of the integrated launch and recovery television system. This package ensured a complete videotape record of all air operations involving the bow catapults. The Lens Shop also incorporated service change #98 into the Fresnel Lens Optical Landing System which provided the capability to compensate for ship's heave motion, vastly improving the stabilization of the pilot's glide slope indication during approach for landing. Enterprise was also used as a platform to gather data on a state-of-the-art Infrared Optical Aircraft Tracking System for application in the future design of naval aircraft carriers.

V-2 Division's Quality Assurance branch rewrote 15 maintenance instructions as well as 20 TPDR's, messages, and feedback reports. They also submitted three category two engineering investigations, reporting hazardous conditions to equipment and personnel.

V-3 Division

Hangar Bay rehabilitation continued during PSA/SRA-95 by painting the entire Hangar Deck bulkhead and re-painting all VLA markings from February through August. Additionally, V-3 Division completed the overhaul of 23 spaces. Although the hangar deck AFFF firefighting sprinkler system was certified in September, a complete sprinkler system replacement by Newport News Shipbuilding began in November with scheduled completion in February 1996. The hangar bay overhead was painted by Newport News Shipbuilding October through November.

In expectation of the CVW-17's embarkation, the division rehabilitated 12 VA-75 spaces in November. The last remodeling project for the year was refurbishing CONFLAG Four. By installing a partition within the space, CONFLAG Four became the division's damage control work center.

The first hangar bay aircraft move after overhaul and PSA/SRA occurred in July. By year's end, 724 crunch-free/zero-mishap aircraft moves were conducted on the hangar deck. The hangar deck received its aircraft handling certification from the COMNAVAIRLANT aircraft handling team in August.

Flight operations drastically improved professional divisional training. The division's training program was graded as excellent by the COMNAVAIRLANT handling team in November.

V-4 Division

Ship's force responsibility included the rehabilitation of 45 divisional spaces, the hydrostatic testing of 200 fuel hoses and the rebuilding of 20 defueling pumps. Also, 184 fuel tanks were inspected, 70 tank-level indicators were repaired and 38 overflow boxes were overhauled.

Numerous pieces of equipment were also upgraded to include five JP-5 service pumps, seven JP-5 transfer pumps and four JP-5 purifier bowl assemblies. V-4's Quality Assurance Laboratory was also gutted and restored to be the fleet's most modern lab.

The largest project, ship alteration 7629D, involved converting the outdated cargo fuel system storage tanks into JP-5 storage tanks. Outdated cargo pumps were removed and new piping was established to tie in the 44 cargo fuel tanks, increasing the JP-5 storage capacity by 20%. This alteration also modernized the underway replenishment capabilities, thus reducing Enterprise's required alongside time.

During the year, 4,100,542 gallons of JP-5 were on-loaded while inport. The first underway replenishment attempted in more than five years was successfully completed resulting in 200,000 gallons of JP-5 brought aboard. In addition 10,000 gallons of Aviation Lube Oil was on-loaded.

V-4 Division issued 2,673,542 gallons of aviation quality JP-5 fuel, completed more than 2,308 separate fueling evolutions and drew more than 4,275 JP-5 fuel samples during 1995.

The most noteworthy accomplishment was V-4 Division achieving its JP-5 fuel certification during initial sea trials, two days ahead of schedule.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

The Aircraft Intermediate Maintenance Department (AIMD) transitioned from the monumental task of overhauling more than 200 separate shipboard and squadron spaces to reestablishing itself as a productive unit capable of supporting a fully deployable air wing.

With the assistance of various support activities, AIMD installed, verified and certified 486 IMRL systems.

IM-1 Division

Production Control

Intensive support for CVW-17 during TSTA Phase I & II resulted in the squadrons maintaining an 87% MC and 82% FMC rates. AIMD sustained a 74% RFI rate throughout this period.

Quality Assurance/Analyst

Established 20 Naval Aviation Maintenance programs. Qualified 12 Quality Assurance representatives and 79 collateral duty inspectors. Quality Assurance also rewrote 26 Maintenance Instructions.

Central Technical Publication Library

Processed more than 8,000 new publications to be incorporated in the Publication Library. Incorporated 3,010 publication changes. Conducted 72 audits. Trained 25 dispersed technical publication librarians and established these libraries throughout the department.

IM-2 Division

IM-2 Division continued to outfit their spaces with shop equipment and test benches required to be fully operational to support CVW-17 aircraft.

Airframes Work Centers

The Tire and Wheel work center lost 40% of working space due to installation of large reactor emergency ventilation control units during overhaul. The inflator booth had to be reduced in size. Limited space created problems for installation of the oven, bearing press and cleaning tank. After installing all gear, AIMD provided full intermediate level maintenance support. More than 300 tire and wheel assemblies have been rebuilt for squadron aircraft and support equipment.

Welding Work Center

Performed shipwide welding services for squadrons and shipboard personnel. The work center welded office and berthing equipment to improve quality of life and secure missile hazards during rough sea conditions. Additionally, the work center was instrumental in assisting shipboard Hull Technicians in completing shipboard welding projects outside the aviation maintenance arena.

Composite Work Center

Performed numerous critical structural repairs during shortages of RFU assets in supply for CVW-17 aircraft.

Non-Destructive Testing and Inspection Work Center

Performed critical Non-Destructive Inspection on support equipment lifting slings, catapult stress points, and CVW-17 aircraft hard landings.

Hydraulics Work Center

Performed intermediate component repairs on hydraulic components during shortages of RFU supply assets. Maintained a 90% RFI rate of components inducted for repairs during CVW-17 carrier qualifications.

Aviation Hose and Tube Work Center

Manufactured more than 100 hoses and tubes. The center returned numerous critical shipboard and aircraft systems to full operational status.

Power Plants Work Centers

Test Cell Control Booth and Fan Tail Fuel Skid were installed by Dyna-Corp Technical Representatives, but were unable to perform engine run due to the new deck holdback restraint ship alteration still in work. The first engine run for test cell verification/certification was a J52-P-8B. The deck fittings were still awaiting replacement/pull test. Running the engine at idle, operator encountered inadequate fuel flow pressure problems. Dyna-corp field team troubleshot the fuel system while underway and discovered clay valve problems and corrected the discrepancy.

Jet Shop was fully ready to support the following engines:

- (1) J52-P-8B/C [certified for testing and QECA]
- (2) F110-GE-400 [NMC/AWP CV-66 PKG]
- (3) T700-GE-400 [un-can only]
- (4) TF34-GE-400 [un-can/QECA]
- (5) T56-A-425 [3rd degree level maintenance]
- (6) F404-GE-400[NMC/AWP Augmenter Sling/awaiting test cell verification]
- (7) APU's [NMC, awaiting test cell verification]

Navy Oil Analysis Program Work Center

In March 1995, engineers from Puget Sound Naval Shipyard arrived to design and engineer proposed changes to the NOAP Lab. These proposed changes involved moving the Oil Analysis Lab from a location on the 03 level to the main deck.

In May 1995, correlation samples were placed on order from JOAP TSC Pensacola. Also in May 1995, NNSY supervisor Mr. Jacobson, informed the Power Plants Supervisor to remove all equipment from space 1-200-1-Q to facilitate rip out of ventilation and electrical cables for the start of the emergency essential repairs (ship alteration).

Through numerous at-sea periods and other work stoppages the shipyard worked in the NOAP Lab from May-December 1995. All work items have been completed except installation of the new sink and eyewash station.

Enterprise is to be the first carrier to receive the new Spectra "M" and new 480 computer.

Aircrew Survival Equipment Work Centers

Oxygen Shop supervisor discovered a problem with the air volume exchange per hour requirements. A new ventilation system was incorporated to meet the air exchange requirements of 10 changes per hour. Installation of the Lox Converter Test Stand and Oxygen Component Test Stand were verified by NADEP Norfolk, Va. The ACCULAB 4 designed for ABO sample analysis was installed and verified/certified by NAWCACDIV Lakehurst, N.J. Enterprise is the first carrier to receive the NICOLET 8220 ABO Analysis Test Set. The Oxygen Shop's lack of

115v 400 MHZ power degraded the capability of Lox Converter Test Stand. The "EPIC" team performed troubleshooting and repaired the power problems.

IM-3 Division

Shop 1

The second TS-3846/ASM-608(v) Inertial Measuring Unit Test Station has been installed and with the guidance of EMO personnel, shop personnel connected the Ship's Inertial Navigation System to the two IMUTS benches. During the December at-sea period, work center 62F (IMUTS) inducted and RFI'd 18 IMUs, achieving a 100% repair rate.

Work center 62B (Instrument repair) came on line, achieving a 44% repair rate during the December underway period.

Work center 69C (Cable/Connector repair) also came on line, initially inducting and repairing approximately 20 items.

Shop 2

Work centers 62D (NICAD Battery) and 62C (Lead/Acid Battery) stood up, inducting a total of 21 batteries with a 100% RFI rate.

Work center 62E (Generator Repair) became operational. Thirty generators and generator control units, along with numerous voltage regulators and supervisory panels, were inducted and a 91.6% RFI rate was maintained.

In work center 64B (Radar Test Bench Station), the RTBS was installed, certified and verified. Shop personnel maintained a 100% RFI rate with 10 items inducted.

Shop 3

Work centers 63A, 630 and 65B completed the installation and verification of five AWM- 23 test benches, the Radar Test Station and Consolidated Automated Support System (CASS).

Shop 4

Work center 64D completed the installation of the hydraulic power supply and gas bottle racks for the A-6 Forward Looking Infrared Radar (FLIR) and AAM-60 Electro Optical System Test Station (EOSTS), allowing for the completion of the verification of the test bench.

Work center 65A completed the verification of the Mission Recorder Test station.

Work center 65D completed the installation of the AN/APM-438 and APM-457 Radar test benches.

Work center 650 completed the verification of two of the three RADCOM stations and accomplished the verification of 60% of the A-6 TPS' for the same bench.

Shop 5

Work center 64B installed five vans. Completed certification of AN/USM 429 (CATIHD), AN/USM 467 (RADCOM), Exciter Test Station (ETS) and Transmitter Test Station (TTS).

Shop 6

Work center 69B completed the installation of two PRC-2000 micro miniature repair stations, nine satellite 2M microminiature stations, and three AN/USM-646 Huntron computers. The work center also coordinated and established AIMD's Electrostatic Discharge (ESD) program.

Shop 7

The Ship's Consolidated Calibration Laboratory inducted more than 16,000 items, finishing the year with a 97% calibration rate. As a "consolidated" calibration lab, work center 670 provided service to virtually every department on the ship.

Shop 8

The entire shop was physically relocated from one work space to another, a task that involved moving more than 450 IMRL assets, including two large ATE benches.

The Comm/Nav work centers (61A, 61B, 61D) certified 12 of 26 test benches and test stations, including the ARM-200 Radio T/S.

Work center 61D (COMSEC) completed construction and certification of the physical work space and have received approximately 25% of their equipment.

Work center 660 completed an extensive modification to the AQM-24B Sonar T/S.

Shop 9

Modification to the work center included the installation and stocking of a high failure electronic parts pre-expendable bin.

Work center 69A rewired, installed and completed certification of the ASM-175 EMTC bench and the verification of approximately 90% of its TPSs.

Work center 69D completed certification of the USM-403 HATS and verified approximately 50% of its TPSs.

Work center 69E certified three USM-429 CATIHD benches and 90% of its TPSs.

Work center 69F certified two USM-484 HTS benches and verified approximately 90% of its TPSs.

Shop 10

The shop's only work center (62A) completed the certification of three "table top" test sets, the Pitch/Trim Actuator T/S, the Control Logic Assembly T/S and the Flight Control Display T/S.

Shop 11

As a whole, the shop completed the electrical connection of 31 avionics workbenches and three major automatic test stations

Work center 64C certified the USM-458 NEWTS bench, the ALM-88A Countermeasures T/S, the USM-450A Electronic Equipment T/S, the ALM-164 Chaff Dispenser T/S, and the MX9848 Radar Warning Receiver T/S.

Work center 64E certified the ALM-181 Chaff Pod Dispenser T/S.

Shop 12

Work center 65G verified the USM-470(V1) Mini Vast bench, the USM- 470(V2) Tailored Vast bench and the ASM-686 Intermediate Avionics Test Set (IATS) bench.

Work center 65P verified three USM-247 VAST stations and the SSM-9 Video Test Station (VTS).

Shop 13

The Avionics Corrosion Control Shop, work center 60A, stood up and approximately 80% on line with the complete installation and testing of the spray booth, drying oven and abrasive cleaning bead blaster machine.

Shop 14

Work center 680 installed all major test equipment including the YK-33 Receiver T/S, the AWM-76 Simulator/Tester T/S and the LF-81, LF-82 and LF-125 Camera T/S.

Shop 15

Work center 710 was established with the installation and calibration of the M61A1 A/B Gun Test Benches, MER/TER ½ Test Benches, two F-14 Weapons Rails Test Benches and MSU-129 LAU-92 T/S. The work center received outstanding results in the ship's first Mine Readiness Inspection in more than five years.

IM-4 Division

In January the division loaded more than 530 pieces of support equipment, valued at \$2 million.

The division provided 100% equipment availability in support of two air wings' carrier qualifications. More than 525 sorties were compiled with zero sorties missed due to support equipment failure or unavailability.

The inspector for the first MRCI in six years noted the division equipment was the best of 18 commands inspected in 1995.

COMMUNICATIONS DEPARTMENT

Personnel

Manning has remained constant at four officers and 52 enlisted personnel.

Message Traffic

The Message Center brought on line the newest automated message processing system NAVMACS II, which replaced the NAVMACS V5. Paper cost for message delivery has been reduced by 80% over the last year. Installation of HYDRA, the internal communications system, has significantly increased flight deck operations and below deck shipboard connectivity. This

magnificent network is comprised of 8,000 feet of leaky coaxial cable and a 12 channel cellular system.

The Message Center saw the removal of its NST units and the installation of the Navy Order Wire System (NOW System). This system gave the Message Center various fall back capabilities and provided increased store and forward message capabilities for ships in company while reducing costly maintenance.

CMS

The account grew from barely 200 short titles to more than 1,000. Enterprise was one of three units and the only afloat unit picked for the Navy EKMS (Electronic Key Management System) LMD/KP Release 1.3.1 Technical Evaluation. The EKMS is a new system, which will drastically change the world of CMS and how we do business.

Equipment

The SHF architecture containing the RF and Baseband equipment was installed from Jan.-July. Additional equipment installations during the PSA/SRA included the QUAD-DAMA system with six additional SATCOM transceivers, High Frequency Radio Group (HFRG), two EHF SATCOM systems, JTIDS Link 16 system, Multi-circuit digital black and red patch panels, NOW computer systems, and the Navy EHF Communications Controller system (NECC).

All of these systems have brought Enterprise to the forefront of available technology in the C4I arena.

DECK DEPARTMENT

LCDR [REDACTED] was the First Lieutenant.

January - March

Ship's force work commenced for Deck Department including preservation of interior and exterior spaces, replenishment rigs and the boat davit.

April

A new Captain's gig arrived, replacing one which had reached the end of its serviceable life. Third Division satisfactorily tested the new stern platform installed to provide a boat boarding capability.

May-September

Departmental personnel re-non-skidded all of the exterior decks owned by Deck Department.

October - November

Enterprise visited Fort Lauderdale and Deck Department personnel helped supervise the dock stevedores, who had no previous experience mooring a carrier. Deck Department took the opportunity to operate the new gig by lowering it into the water with the Boat and Airplane crane.

December

Deck Department safely executed two fuelings at sea for aviation fuel (JP-5 or F-44) with USS Platte and USS Kalamazoo. In addition, a successful cargo transfer was conducted with Kalamazoo. At month's end LCDR [REDACTED] relieved LCDR [REDACTED] as First Lieutenant.

DENTAL DEPARTMENT

The newly renovated spaces were further refined and supplied with additional state-of-the-art equipment. The 90% operational dental readiness level reached at year's end was maintained and peaked at close to 91% during COMNAVAIRLANT's QA and Readiness Inspection in September. This accomplishment placed the level of dental readiness on Enterprise higher than any other carrier in the Atlantic Fleet. It was during this inspection that the storage system in the main dental supply area was cited as being the "most innovative in the fleet" and an example which all carriers should emulate.

The dental readiness of the Air Wing 17 was improved in some squadrons by as much as 30%, even though their time on board was limited.

Leadership was provided from the department for the 3rd consecutive year for the command's Combined Federal Campaign Fund Drive which collected \$67,000. The department was also recognized with Letters of Commendation from COMNAVBASE Norfolk for its contribution to the Partnership in Excellence Program which involved presentation of dental health education lectures to the children of John Marshall Elementary School of Newport News.

ENGINEERING DEPARTMENT

A Division

EA01 Hydraulics

- Rerooped #3 and 4 deck edge door.
- Rebuilt the port and starboard anchor brakes.
- Recabled #2 elevator.

- Successfully repaired #7 weapons elevator brake hub.
- Rebuilt #1 stbd steering trick wheel gear box underway.

EA02 Steam Heat

- Installed more than 100 water fountains throughout the ship.
- Repiped hanger bay sprinkler system for hanger bay aircraft handling certification.
- Answered more than 3,000 heating and water trouble calls.
- Replaced well over 6,000 feet of service steam piping throughout the ship.

EA03 Air Conditioning/Refrigeration

- Rebuilt forward crew's mess thaw box to support operation of both galleys.
- Performed Class B overhaul of #1 and #3 reefer compressors.
- Installed and serviced various ice machines and undercounter reefers.
- Groomed all electronic capacity control and linkages on the ship's air conditioning units.
- Answered more than 3,000 trouble calls concerning cooling of spaces and galley equipment.
- Inspected all ship's fan rooms (126) and formed ventilation tiger team to resolve material discrepancies.

EA04 Boat Shop

- Rebuilt five of 14 motor driven fire pumps.
- Made emergency repairs to #3 EDG starting system to support reactor startups.
- Rebuilt all EDG attached jacket water pumps and one attached seawater pump.
- Performed complex troubleshooting and repair on #4 EDG's exhaust temperature monitoring system.

EA05 Machine Shop

- Completed several hundred level "A" and level "C" packages for all departments throughout the ship.

EA06 O2N2 Shop

- Produced more than 10,000 gallons of liquid N2 and 8,000 gallons of liquid O2.
- Repaired #6 HPAC 5th stage discharge line.
- Installed blowdown tanks for all HPAC's.
- Replaced the N2 pump pulley aft plants.
- Overhauled aft dryer manifold valve fwd/aft set.

EA08 Catapults

- Installed GEMS Suresites level indication systems on each catapult accumulator.
- Provided launch support for more than 4,500 catapult shots.

EA40 DC Shop

- Repaired 30 WTD's.
- Verified 130 CCOL's
- Cleaned more than 9,000 ventilation filters.

Damage Control Division

The DC Division put in substantial hours to complete the PSA/SRA on time. The material condition, training level and damage control readiness has markedly improved over the past year. The Light Water Shop overhauled and tested all 17 high capacity fog foam (HCFF) stations. The overhaul included removing all 10 LCFF stations and installing bilge sprinkling in all main spaces. The shop also replaced more than 1,000 feet of hangar bay sprinkling pipe with the assistance of A, E, and R Divisions. Additionally, all firefighting for the January Operational Reactor Safeguards Exam (ORSE) was evaluated as above average.

The CO2 Transfer System work center installed several new systems and performed shipalts to the remainder of the systems during PSA/SRA. These systems significantly increased the HAZMAT storage capabilities on board Enterprise.

Additionally, DC Division supervised and trained all shipboard Damage Control Petty Officers (DCPO's). This included replacing 990 inoperative deck drains and more than 100 watertight doors and scuttles throughout the ship.

The Watertight Door shop provided valuable technical assistance in removing all sliding bar dog doors and installing new doors throughout the ship.

The Gas Free Engineering Officer and his assistants continued to provide support to open voids, conduct hot and cold work and ensure basic safety practices were being followed. This included surveying more than 250 voids to support the Inclining experiment. This test was done under operational conditions with more than 3,500 spaces being tracked for damage.

The Chemical Warfare work center completed overhauling all 10 repair lockers and instituting distributed stowage throughout the ship. All 21 unit lockers and all OBA lockers were replaced. Shipwide training was given during numerous General Quarters on firefighting, pipe patching, shoring and other damage control topics.

The At-Sea Fire Party also spent two weeks in Alabama aboard ex-USS Shadwell conducting practical damage control evaluations for Naval Research Labs and NAVSEA 03G. The team was the first to be invited back for further testing due to their professionalism.

Also selected by NAVSEA 03G to be the test platform for new photoluminescent stickers made by the 3M Corporation. These tests could save the Navy thousands of dollars and man-hours in the future.

E Division

Support Shop

- Installed, overhauled and maintained many general and hotel electrical items throughout the ship, including more than 250 pieces of galley equipment and 20 pieces of scullery equipment.
- Rewired more than 50 spaces which had undergone rehabilitation following COH.
- Repaired 17 HCFF stations and 34 remote operating stations in preparation for flight deck and hanger bay certification.

- Installed more than 100 water fountains throughout the ship.
- Addressed more than 3,000 trouble calls for shipboard lighting and habitability.
- Inspected more than 3,000 power panels and fuse panels in preparation for INSURV.

Power Shop

- Pulled more than 500 dead ended cables in preparation for INSURV.
 - Performed motor rewind on more than 100 electric motors, including both 2B and 2C Main Condensate Pump Motors.
 - Installed five new controllers for potable water pump motors.
 - Changed bearings on 5 MDFP motors and more than 50 pump motors.
 - Manufactured and replaced more than 7,000 feet of casualty power cable.
 - Performed extensive maintenance and repaired all galley Gaylord ventilation systems.
- Identified a defective model of Gaylord ventilation solenoid and made notification to TYCOM.
- Installed and tested two new RAS saddle winch stations.

Battery Shop

- Installed new battery charging units following NNSY ripout of old battery charging equipment. Rehabilitated battery locker spaces.

Sound Power Shop

- Rewired more than 60 sound-powered circuits and replaced more than 45,000 feet of cable.

Phone Shop

- Installed 9CK intercom circuit throughout aviation spaces.
- Installed INMARSAT, POTS and cellular service to Definity phone system.
- Installed four telephone multiplexers in high usage areas of the ship to increase ship's telephone capacity.
- Installed digital telephones throughout flag spaces and in various high priority spaces. More than 80 digital phones were installed.

Navigation Shop

- Installed gyro repeater, rudder angle indicators and digital shaft RPM indication on the bridge in order to construct a new conning officer station.
- Replaced the flag DRT with a new unit.
- Replaced the ship's propeller order telegraph.
- Repaired synchros, clutch assembly and gearing inside the ship's steering console.
- Installed digital gyro repeaters in CO's cabin and in Central Control.
- Installed gyro and synchamp alarm panel in central control to mimic indications received in Forward and Aft IC.
- Installed crosswind/headwind indicators at LSO platform, bow cat station, and waist cat station.

MC Shop

- Installed 1MC and 5MC speakers throughout the air wing spaces.
- Overhauled 23, 26, 30, 4, 19, 18, 21, 22 and 24 MC announcing systems.

Alarms and Warnings Shops

- Overhauled all circuit F, FH and FD alarms.
- Installed and certified circuit FZ alarm system.
- Installed hydrogen sulfide monitoring alarms an CHT pump rooms.
- Installed bio-refrigeration temperature alarm system in Medical.
- Installed security alarm systems in Disbursing, Personnel Office, ship's stores and ATM machines.

Distribution

- Overhauled all 8 SSTG circulating water pumps.
- Modified degaussing system, installing an entirely new A-coil.
- Replaced 1 and 4 SFMG's with new 300 KW units. Also replaced the associated SFMG switchboards.
- Replaced 4 SSTG amplidyne.
- Supported more than 4,000 hours of training and qualified more than 60 watch stations.

Aviation Support Shop

- Rewired TARPS equipment room power supply and work benches.
- Replaced all JP-5 fuel transfer pumps.
- Refurbished all 52 AECS stations.

Flight Deck Lighting Shop

- Replaced fluorescent hull number lights with incandescent type.
- Overhauled and refurbished waterline security light system.
- Rewired CO's flight deck status panel on bridge.

Machinery Division

Performed shipalts for new air dryers, service steam piping modifications, limit-torque valves for Main Steam Cross-Connects in the AMR's, and the replacement of air operated B&S pumps with electric driven pumps.

During the course of 1995, M Division accomplished the following:

January

- Replaced #11 TDFP aft turbine bearing.
- #3 SLOP strained steam cut repaired and tested.
- 1D LSB wiped and was rapidly replaced underway.
- #6 SSTG condensate pump bearings were replaced.

March

- Installed new eductor in #1 AMR.

April

- Overhauled #2 SSTG circulation water pump.
- Replaced #4 MMR eductor.
- Sterilized ship's drinking water system.

May

- Fixed 3C MFP operating linkages.
- Replaced #11 TDFP turbine bearings.

June

- 2B MCP bearing replacement.
- Overhaul of #2 HPAC.
- Overhaul #3 DU feed heater drain pump.

July

- Installed composite impeller in #1DU distillate brine pump.
- Underway ME thrust checks for the first time in six years.
- Replaced amplidyne bearings on #4 SSTG.

August

- Plugged tubes in #1 Main Condenser.
- 4B MCP bearings replaced.
- #1 SSTG condensate pump bearings replaced.
- Replaced silver seal on 1A-MS-V228.

September

- #3 MCWP shaft out of round - replaced.
- Replaced silver seal on 1-MS-V28.
- Replaced bearings on 4B MCP.

October

- Replaced 4A LSB in record time while underway.
- Overhauled #1 oily water waste pump.
- Overhauled #2 SSTG condensate pump in Ft. Lauderdale.
- Replaced #7 SSTG aft turbine bearing.
- Plugged tubes in #2 Main Condenser.

November

- Replaced 1C MCP Bearings.
- Replaced #8 SSTG CWP bearings.
- Repaired steam leak on 2C MFP.

December

- Inspected #4 SSTG reduction gears and replaced bearings.
- Replaced 3C MCP bearings.
- Overhauled #3 Potable Water pump.

Repair Division

- Rebuilt six CHT comminutors.
- Rebuilt 12 CHT pumps.
- Cargo fuel tank conversion to JP-5 service tanks resulting in a savings of several million dollars and increasing JP-5 storage capacity by 14%.
- Replaced more than 400 feet of hanger bay sprinkler piping allowing ship to certify hanger bay and flight deck for aircraft.
- Replaced guide light assembly on flight deck which required precise heat control on HY100 base material and exact installation alignment.
- Reworked catapult\ steam piping systems requiring QA level "A" controls.
- Rehabilitated CHT pump rooms and pump stations resulting in minimal INSURV hits and receiving favorable comments on material conditions.
- Handled more than 3,000 habitability trouble calls improving ship's living spaces.

EXECUTIVE DEPARTMENT

-CDR [REDACTED] is the Admin Officer and Brig Officer.

Command Career Counselor

The Career Information Training Course completion rates have increased by 14%, to 89% of the crew trained at the completion of 1995. This was directly evident by the Retention Assessment conducted in the fall of 1995 which Enterprise improved upon last year's assessment.

The Navy has nearly completed their down-sizing efforts with attrition expected to bring us to the correct levels. Primary efforts are now focused into proper distribution of the manpower we currently possess into the areas that the Navy needs them.

1995 RETENTION STATISTICS

| | <u>Eligible</u> | <u>Not Eligible</u> | <u>Reenlisted</u> | <u>Gross %</u> | <u>Net %</u> |
|-------------|------------------------|----------------------------|--------------------------|-----------------------|---------------------|
| First Term | 341 | 152 | 222 | 45 | 65.1 |
| Second Term | 109 | 8 | 75 | 64.1 | 68.8 |
| Career | 144 | 27 | 121 | 70.1 | 84.0 |

Educational Services Office

- Logged 5,400 military courses.
- Administered 3,235 advancement exams.
- Enrolled 220 personnel in Programs Afloat College (PACE).
- Education (PACE) on board in February 1995.
- Used \$10,825 in Tuition Assistance Funds.

Master-At-Arms

- USMC Detachment reported aboard 3 Aug.

Public Affairs Office

- LCDR [REDACTED] is the Enterprise Public Affairs Officer.

Distinguished Visitors/Visitors Program (July - December)

| <u>EVENT</u> | <u># EVENTS</u> | <u># DVs/VISITORS</u> |
|---------------------|------------------------|------------------------------|
| Embarks | 32 | 310 |
| LANTFLT/AIRLANT | | |
| import tours | 81 | 2,814 |
| Self-generated | | |
| import tours | 143 | 1,788 |
| Ship's Visit | 1 | 1,117 |
| Port Visit | 1 | 15,000 |
| <hr/> | | |
| TOTAL | 258 | 21,029 |

Community Relations

Enterprise continued its educational commitment to the youth of Newport News School District through the Helping Hands Network and Adopt-a-School programs.

The Helping Hands Network pairs Enterprise Sailors with high school special education students as job coaches and role models. Adopt-a-School brings volunteers into elementary classrooms as positive role models.

In the fall of 1995, Enterprise continued to focus on educational volunteering efforts by adopting Green Run Elementary in Virginia Beach -- making it the only ship in Norfolk to adopt two schools.

These programs helped the ship capture the region's top honors -- the 1995 Commander, Naval Base Norfolk Personal Excellence Partnership of the Year Award for involvement with the community. It marked the third year in a row that Enterprise received the award.

Overall, Enterprise's 1995 educational commitment saw nearly 100 Sailors volunteer an average of 336 hours per month to grades K-12.

Internal Information

PAO submitted a "1994 Rear Admiral Thompson Awards Entry" in April 1995. In July 1995, the office was awarded a first place Thompson Award for the special events category for the theme "USS Enterprise (CVN 65) -- Back to Sea on the Big E."

The office also earned a third place in Sports articles, and placed second in Feature, News or Sports Photos in Support of a Story.

LEGAL DEPARTMENT

Military Justice

Eighteen cases were disposed of at Special Courts-Martial. Seven of them resulted in the accused receiving Bad Conduct Discharges in addition to forfeitures, brig time and reduction in rate. Thirty-five cases were also disposed of at Summary Courts-Martial. The Discipline Officer processed 737 report chits of which 543 individuals appeared at Commanding Officer's Non-Judicial Punishment. The Captain held Mast 47 times.

The Legal Office processed 184 administrative discharges, with four boards being held, resulting in 146 "other than honorable" discharges.

Civil Tracking

-Tracked 208 civilian criminal cases for reckless driving, driving under the influence and other offenses.

Legal Assistance

The Judge Advocate and Assistance Judge Advocate saw more than 170 crew members for various legal issues, such as consumer protection, divorce, tax and landlord/tenant disputes. They also did 450 notarizations and powers-of-attorney, and 20 wills.

Jagman Investigations

-Processed 19 JAGMAN Investigations.

MAINTENANCE DEPARTMENT

Maintenance Department continues to be the center point for all repairs and alterations on board Enterprise. Maintenance provided liaison between various repair and technical agencies ensuring all work was completed proficiently and timely. The function consists of the following three divisions: Maintenance Support Center (MSC), Quality Assurance (QA) and the Maintenance Material Management (3M) Division.

Quality Assurance

| | |
|---------------------------|--------|
| -Level "A" CWP's approved | 247 |
| -CWP'S monitored | 1,326 |
| -LEVEL "C" monitored | 15,000 |
| -CMPO'S qualified | 13 |
| -SCMPO'S qualified | 3 |
| -QCI'S qualified | 64 |
| -QAS' qualified | 7 |

Innovations

- Developed and maintained a 1,200 line item ADP Database for Controlled Work Package Management.
- Developed and maintained a 350 line item ADP Database for QA qualification and training.

Special Projects

- Revised the ship's Zone Inspection Program. Essential in the initial training of the QA Program onboard the USS John C. Stennis (CVN 74).

Continued refinement of the ship's QA training program through a method of continuous process improvement. Thirty-five personnel attained initial qualifications and 110 personnel maintained their qualifications as Quality Assurance Supervisors, Quality Control Inspectors, Supply Controlled Material Petty Officers and Controlled Material Petty Officers. In addition, 260 Sailors attended nine courses of instruction conducted on board by the COMNAVAIR-LANT's Training Team. Initial QA Program training was provided to all newly reporting personnel (total of 2,000), and a semi-annual refresher training program for all hands was established and integrated into the ship's training plan.

MSC

1995 was the year of automation for the Maintenance Support Center (MSC). With the arrival of General Distribution Allowance Parts Listing on CD-ROM there are no more technical documents on microfiche. All technical research is performed with the aid of a computer. The advantage of this is the ability to locate any Allowance Parts Listing (APL), stock number or tech manual the Navy has within minutes, sometimes even seconds.

1995 was also a year of changes, technical manual changes, that is. Last year alone, there were more than 8,000 changes made to the ship's tech manual library. Along with the changes, 3,145 manuals were added, 2,528 were revised and 2,374 were removed from the shelf altogether.

TIC Shack

The ship's Technical Information Center continuously supported shipyard and ship's force personnel, successfully processing more than 3,700 work permits and 6,000 tag outs during PSA/SRA.

3-M

The Ship's Maintenance Material Management (3M) Office accomplished the following:

Two COMNAVAIRLANT 3M Assists were conducted on board in February and June 1995. The February assist noted major discrepancies in PQS qualification at work center supervisor and division officer level; Ship Tag Out system was weak, poor hazardous material training, electrical safety weak with regards to personal protective equipment (PPE) and inventory of portable/mobile electric equipment, and many administrative discrepancies on cycle and quarterly boards. The June assist noted great improvement in most areas. Attention still needed to be paid to tag out and PPE PMS documentation.

Planning and Engineering for Repairs and Alterations of Aircraft Carriers (PERA CV) conducted two "scrubs" of the CSMP, cleaning up some 7,000 completed and invalid jobs.

All work centers were active in cleaning up work center PMS requirements, submitting 383 Technical FBR's to add/update required PMS or delete PMS for equipment removed in the shipyard.

The Organizational Maintenance Management System (OMMS) database was reduced by 700 users who had transferred or have not used their access within three months. Delinquent work center to department level reviews of SFWL and 2-Kilo deferred jobs were reduced from 2,500 to 300, signifying a large improvement in department awareness and attention to detail.

MARINE DETACHMENT

August

- 3 MarDet embarked.
- 13 Conducted a fastroping exercise in hangar bay 1.
- 14-28 Gunnery Sergeant [REDACTED] embarks on State Department visit to Lithuania.
- 20 Conducted burial at sea.

September

- 9 Conducted burial at sea.
- 10 Conducted silent drill evening review.
- 12 Conducted conditioning hike on flight deck.
- 14 Conducted fastroping exercise in hangar bay 1.
- 16 Conducted fastroping demonstration and silent drill.
- 22 Provided ceremonial color guard for USS Dwight D. Eisenhower (CVN 69)
Change of Command.

December

- 10 Conducted fastroping exercise with HS-17.

MEDICAL DEPARTMENT

Milestones

In January, the department took part in the first afloat Operational Reactor Safeguards Examination in more than five years, with the Radiation Health Program scoring "Above Average."

In May the department earned an outstanding on the AIRLANT Medical Readiness Assessment, again the first such assessment in more than five years.

The other major focus during the last half of 1995 was readiness and training. Working closely with ATG representatives, the department implemented a training plan which was coordinated with the ship's schedule of events to result in the Medical Department's monthly readiness score (M-rating) being a perfect 1.0 for all six months considered.

Sickcall/Treatment Room

More than 12,831 patients were treated in sickcall, an average of 1,069 visits per month. Patients were seen for a variety of reasons, from minor medical problems to emergencies. The Medical Response Teams were called to more than 68 emergencies.

Pharmacy

The Pharmacy filled more than 10,703 prescriptions, an average of 892 per month. Additionally, the Pharmacy dispensed 11,348 over-the-counter medication requests, resulting in a grand total of 22,051 medication requests processed.

Medical Administration

Medical Administration logged and tracked more than 1,341 sick-in-quarters chits. One of the most daunting administrative problems was managing requests for medical specialty consultations, and more than 659 consults were arranged and completed with military and civilian area hospitals. More than 1,220 medical screenings for security clearances were processed. More than 1,930 personnel were medically screened for shipboard firefighting and aircraft firefighting training. More than 250 non-naval medical health care claims were processed for 251 crew members.

Laboratory

The Laboratory processed the results of more than 46,761 specimens with the help of the Naval Medical Center at Portsmouth. The Laboratory drew 7,667 blood samples, performed 2,983 urinalysis tests and processed 695 microbiology cultures.

Immunizations

A total of 6,225 immunizations were given, about 519 per month, and 2,233 PPD skin tests were administered as part of the Tuberculosis Control Program.

Aviation Medical/Physical Exams

Completed more than 3,829 physicals and 802 electrocardiograms. The work center was also responsible for performing 2,829 audiograms for physicals and occupational health programs and ordering 204 pairs of glasses. 380 additional pairs of glasses were fabricated on board.

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. The center also provided more than 113 lead screen physicals.

Radiation Health

An improvement in the Radiation Health Program was the implementation of SNAP III Automated Medical System (SAMS) version 7.01, which reduced production time for the Annual Report from six days to about eight hours. More than 415 TLD requests were processed, and 37 situational reports were submitted to the Naval Dosimetry Center.

An External Audit was accomplished in May as well as Internal Audits in March and November. A major initiative of the November Internal Audit was developing a scoring system for the audit to produce "numerator and denominator" data for continuous quality improvement.

Inpatient Ward/Intensive Care Unit

A total of 84 patients, including 24 surgical cases, representing a variety of illnesses, were admitted to the Inpatient Ward/ICU during at-sea periods. Of the 84 inpatients, 73 remained over 24 hours and 11 patients were "same day inpatients" for diagnostic or minor elective surgical procedures.

NAVIGATION DEPARTMENT

From January to July, the bridge was improved with several new radar receivers and a new navigation system. The new navigation system was Raytheon's Electronic Charting and Display System (ECDIS). This new piece of gear allowed Enterprise to call up charts from anywhere in the world as long as the information was entered into the database of the ECDIS computer. This system was coupled with a differential GPS that allows real-time plotting of the ship's position. The new radar receivers installed, also from Raytheon, are two Pathfinder ST ARPAs. These repeaters allow for better detection, tracking and collision avoidance of surface contacts. Finally, a FURNO commercial radar, with ARPA, was installed to improve detection of small contacts close to the ship.

OPERATIONS DEPARTMENT

Air Operations

Carrier Air Traffic Control Center (CATCC) conducted a total of 6,973 fixed/rotary wing approaches (5,344 day/1,629 night) including 2,314 Case III approaches resulting in over 600 pilot qualifications from four air wings. During the 8-12 Aug. at-sea period, CATCC safely directed the first cyclic operations on Enterprise in more than five years. CATCC's professionalism was also demonstrated at team training in Millington, Tenn., setting a "new curriculum record," scoring 97.35 percent on the CV NATOPS exam and "course record" 100 percent on the Case III Launch and Recovery exercise. Additionally, the Air Transfer Office processed 1,156 arriving and 1,837 departing passengers.

Combat Direction Center (CDC)

OT Division continued the AN/SQQ-34 ASW Suite equipment upgrade including installation of the Advanced Fast Time Analysis System (AFTAS), 23 TV system, SSN-7/WSC-3, JMCIS, and TAC-3 Tactical Station.

When Enterprise went to sea in July, the ASWM was assigned the duties of Combined ASW Commander (EX) by COMENTBATGRU. Aggressive pursuit of ASW training opportunities resulted in completion of eight ASW exercises with participating units including SEACONRON THIRTY, HELANTISUBRONS THREE and FIFTEEN, PATROL SQUADRONS FIVE, SIXTEEN, TWENTY FOUR, and TWENTY SIX, USS James K. Polk (SSBN 645), USS Narwhal (SSN 671), USS L. Mendel Rivers (SSN 686), USS Philadelphia (SSN 690), USS Norfolk (SSN 714), USS Pittsburgh (SSN 720), USS West Virginia (SSBN 736), USS Albany (SSN 753), USS Gettysburg (CG 64), USS Briscoe (DD 977) and USS Klakring (FFG 42).

Division was the first warfare area to achieve M-1 full mission capability.

The ASWM assumed the duties of Search and Rescue (SAR) Coordination Center and, in November, assisted in the joint USCG/USN night rescue of the crew of the sailing vessel Knight Sound, foundering 100 miles off the North Carolina coast.

OW Division completed an extensive yard period with an overhaul of existing EW systems including: AN/WLR-1H(V)3, AN/SLQ-10B, AN/SSQ-82, MK 36 SRBOC Decoy Launching System and the AN/ALQ-16(V)2. The shipyard overhaul period also saw the installation and acceptance of the AN/SLQ-32(V)4, AN/SLQ-25 NIXIE and the upgrade of the AN/WLR-1H(V)5. During the August underway period, OW Division successfully completed a live firing exercise of the MK 36 DLS with 24 of 24 rounds fired.

OW Division successfully completed TSTA I and TSTA II phase training. OW Division accomplished all of this with only a 66% manning level.

During the availability period OI Division received upgrades to the Surface Warfare (SUW) and Air Warfare Modules. New installs including a T-table for the Surface and FOTC Watch Officers and the installation of two JMCIS consoles. Additional installations included LMS 11, USQ 125 Data Terminal Set, C2P and USQ 69 for Link 16.

Intelligence

During PSA/SRA, Intel completed the CVIC, Photo Lab, SSES and Flag spaces overhaul as well as the multi-million dollar C4I systems installation. Working around extensive modifications within divisional spaces, OP Division completed 1,205 photographic jobs. In CVIC, TARPS processing capability was successfully exercised for the first time since the 1990 World Cruise. OZ division completed systems installations, manned-up and became fully operational for the first time in five years. OS division completed certification and many systems installations including an LMS Collection Suite, TACINTEL II and SCI JMCIS.

Electronic Materials Division

OEC Division

OEC Division completed numerous C4I installations and modifications to the command's communications suite. Specific installations include:

- NAVMACS II message distribution system.
- QUAD DAMA UHF satellite transceiver system.
- SEATEL satellite television system.
- Four channel INMARSAT satellite telephone system.
- UHF HAVEQUICK radion modifications.
- AN/URC-131 High Frequency Radio Group (HFRG) system.
- Battle Group Information Exchange System (BGIXS).
- AN/SRC-55 Below Deck HYDRA communications system.
- AN/WSC-6 Super High Frequency (SHF) communications system.
- AN/URC-38 Extremely High Frequency (EHF) system.
- AN/GRC-211 VHF radios.
- AN/URC-107 JTIDS (LINK-16).
- 12JZ sound-powered circuit in support of Repair 8.
- 23 TV system (part of AN/USQ-119 JMCIS).
- AN/TRQ-42 chirpsounder system.
- Replaced NST's teletypes with Navy Order Wire (NOW) system.
- EHF remote control NECC system.
- Video Information Exchange System (VIXS).
- Video Teleconferencing (VTC) system.

Other accomplishments include:

Established a Portable Tool and Electrical Safety Work center (OE08) to support Operations, Communications, Navigation and Flag Departments. This included the correlation of data base management, development of instructions and procedures, and the work center space layout and outfitting.

Successfully organized and implemented the start-up of the ship's Micro-Miniature Electronics Repair Work center (OE15). The work center was a fully outfitted and certified 2M lab which performed in excess of 150 repairs, saving the ship an estimated \$150,000.

Developed antenna radiation pattern for all antennas.

Rehabilitated 25 divisional spaces, including upgrading and outfitting 17 spaces for operational needs.

Inventoried/surveyed all equipment at the Light Industrial Facility (LIFAC) to support move out at the end of PSA. Turned in more than \$400,000 in excess equipment to the Navy Supply System.

During INSURV, inspectors stated that OEC Division communications equipment was well above fleet average.

Installed additional TV drops to support Staff and CAG-17 personnel. Upgraded the Shipboard Information Training and Entertainment (SITE) system, installed ship's MARS station, installed Sailor Phones, installed Direct TV satellite system and SeaTel satellite, TV system to enhance crew morale during underway periods.

Participated in testing of a new flight deck communications system utilizing HYDRA radios.

OED Division

Data Systems Division (OED) continued with the installation and testing of the Navy's most advanced Command, Control, Communications, Computer and Intelligence (C4I) suite. The central system in Enterprise's C4I system, the Joint Maritime Command Information System (JMCIS), was delivered and installed in the fall. CVIC was quickly filled with computers to support Strike Planning and Photo Intelligence. The Tactical Flag Command Center was upgraded and brought on line to give the embarked staff the ability to monitor and coordinate the entire battle group.

Ready Room "A" was converted to the Joint Forces Air Command Center (JFACC), allowing Enterprise to coordinate the kind of air war seen during Desert Storm/Desert Shield. The AN/SPS-48 radar Auto ID system was installed in the Combat Direction Center. The Tactical displays from CDC and the Automated Aircraft Status boards in Air Operations were tied into the new 23 TV system to display information throughout the ship.

On the non-tactical side, the SNAP maintenance work center completed a total upgrade to the SNAP system, implementing the hardware changes required for the newest SNAP system in the fleet, SNAP III. The Micro-Computer Repair work center successfully maintained and repaired more than 3,000 general purpose office computers, monitors and keyboards.

OEM Division

OEM Division continued to transition to a fully operational Fire Control Division. Significant PSA/SRA accomplishments included:

- Equipment chilled water modifications.
- Resurfacing missile launcher sponsors.
- Installation of freshwater piping to allow freshwater wash down of weapons systems.

Following PSA/SRA, eight successful NATO Seasparrow missile shoots and numerous CIWS gun firing exercises were conducted. All events exceeded expectations.

OER Division

Radar Division (OER) trained and maintained surface, navigation and air search radar systems at a peak level of performance. Significant accomplishments included:

- XEROX work center installed numerous additional copiers to support Staff and CAG-17.
- Search radar work center installed many new electronics systems to enhance bridge operations. Systems effected included the FURUNO navigation radar, ECDIS electronic chart display, GPS satellite receivers and ARPA radar display. Modifications were also made to the Commanding Officer's and Navigator's staterooms to allow remote display of the navigation picture.
- ACLS work center upgraded the CATCC-DAIR system and assisted the shipyard with relocating the AN/SPN-46 and AN/SPN-41 antennas. All relocations were successfully recertified.

Strike Operations

January

- ISE 3 VCOA (10-20 JAN)
- ORSE (16-20 JAN)
- Commence PSA/SRA (Newport News Ship Building) (23 JAN)

June

- PALS Flight Deck Survey (6-9 JUN)

July

- Dead Stick move to NAVSTA Norfolk (7 JUL)
- PALS Pierside Flight Ops (10-11 JUL)
- Sea Trials (13-15 JUL)
 - PALS certification
 - Seven PAX River NATC Pilots Carrier Qualified
 - Flight Deck Certified
- ISE (16-21 JUL)
 - 49 CVW-17 Pilots Carrier Qualified
- CART II (24-28 JUL)
- CSRR (27 JUL-7 AUG)
- CSSQT PREP Inport (31 JUL-7 AUG)

August

- ISE CSSQT PROA (8-21 AUG)
 - 113 CVW-17 Pilots Carrier Qualified
 - INSURV Dress Rehearsal (20-21 AUG)
- CVW-1 CQ (25-27 AUG) Entire air wing in two days
 - 122 CVW-1 Pilots Carrier Qualified
- Purple Star OPOD Development Conference (28-31 AUG)

September

- TSTA IV Fleet CQ (08-15 SEP)
- 166 FRS Pilots Carrier Qualified
- Friends and Family Day Cruise (16 SEP)

October

- NATO Minister Fire Power Demo (4-9 OCT)
- Broward County Days - Ft. Lauderdale
- ISE JAXOA-VCOA (12-14 Oct)
- TSTA I/II Inport CSTG (16 Oct-6 Nov)
- Underway AMMO Onload (20-22 Oct)
- ESLATS Fallon, NV (25-27 Oct)

November

- INSURV (4-10 Nov)
- INSURV UMI (7-8 Nov)
- ISE (9-16 Nov)
- CVWR-20 CQ (10-12 Nov)
- ASW Training (20-22 Nov)
- TSTA I/II Underway (29 Nov-13 Dec)
- CVW-17 CQ (30 Nov-2 Dec)
- 115 CVW-17 Pilots Carrier Qualified

December

- MRCI (AV) (8-12 Dec)

RELIGIOUS MINISTRIES

January - March

CDR [REDACTED] who reported on board the previous month, took over as Command Chaplain, relieving CDR [REDACTED].

April - June

On April 12 Chaplain Connolly led a "Helping Hands" project, utilizing five Enterprise Sailors as volunteers to join 23 students from Warwick High School at Waterside in downtown Norfolk. "Helping Hands" held their annual picnic June 12.

July - September

A burial at sea was conducted with Chaplain [REDACTED] officiating.

Chaplain [REDACTED] officiated a burial at sea during September.

In a special ceremony attended by the commanding officer in September, a mural painted by AOAN [REDACTED] outside the chapel was unveiled and dedicated.

October - December

During Ft. Lauderdale port visit RMD organized and led a service project at the Habilitation Center for the Handicapped. Additionally, Enterprise Sailors led by Chaplain [REDACTED] visited First Baptist Church of Ft. Lauderdale where Chaplain [REDACTED] spoke at the their weekly "Bottom Line Luncheon." Chaplain [REDACTED] visited Sunshine Elementary School. Chaplain [REDACTED] visited North Broward General Medical Center.

In October Chaplain [REDACTED] traveled with members of Weapons Department to Richmond Hills, N.Y., to conduct a funeral for AO3 Rajendra Seobarrat, a shipmate who was killed in an automobile accident.

Oct. 31 featured a Prayer Breakfast in hangar bay 1, during which the speaker was Congressman J. C. Watts (R-Oklahoma).

In November the ship added Sailor Phones to its capabilities.

The chapel organ, given to the ship a year earlier by USS Mississippi (CGN 40), was dedicated in a special ceremony and recital.

During this year there were 2 memorial services, 4 baptisms, 2 burials at sea and 2 weddings conducted on board.

SAFETY

1995 was a year of safety success for the Enterprise and for the Safety Department. The entire year was free of operational or industrial accidents that could cause permanent disabilities or death. Three off-duty motor vehicle related fatalities were responded to by direct communication with the crew by means of in-house developed "Holiday Safety Training Guides," pre-holiday Safety Standdowns, and with "The Convincer", as well as visual reminders in the form of a wrecked vehicle positioned on aircraft elevator #1.

Other significant achievements include:

Identified and reported 3,390 safety related hazards to Enterprise's 80 collateral duty Safety Petty Officers. Ship's safety crew responded by correcting all but 431 hits for an average completion rate of 87%.

Asbestos lab technicians tested 255 shipboard samples with 86 samples identified as containing asbestos.

The ship completed 5,250 day and 1,629 night fixed wing traps for a total of 6,879 fixed wing landings. Also, there was 599 day and 161 night helo landings for a total of 760 helo landings. With 83 days at sea in 1995, the average rate of flight was 82.9 fixed wing arrestments per day, and 9.2 helicopter landings. Combined fixed wing and helo landings totaled 7,639 carrier landings -- completely free of permanent injuries or fatalities.

SUPPLY DEPARTMENT

January-March

Supply Department Readiness Divisions tenaciously continued to renovate their storerooms in preparation of the monumental task of returning all of their Aviation Consumable Allowance List (AVCAL) and Consolidated Shipboard Allowance List material back on board. The Aviation Stores Division (S-6) continued to grow and evolve towards a fully functional Fleet operation, standing up both its Supply Response Section (SRS) and the Repairables Asset Management (RAM) section. The Postal Division (S-12) continued to provide uninterrupted mail service to the crew processing more than 4,517 lbs of mail, and selling more than \$5,738 in stamps and \$12,521 in money orders.

On the Services side, the Food Service Division's (S-2) Forward and Aft mess decks were completely repainted and retiled. The Disbursing Operation (S-4) continued its progression towards becoming a paperless work environment by installing and incorporating into its daily operation the Uniform Microcomputer Disbursing System (UMIDS) and Bulletin Board System (BBS) for the processing and filing of pay records and financial returns with the Defense Finance and Accounting Service.

April-June

CDR [REDACTED] relieved CDR [REDACTED] as the Supply Officer.

The Readiness Divisions continued their renovation and backload effort while maintaining outstanding customer service to the ship. This quarter began with Supply Department making preparations for TSTA I / Sea trials.

In April, the Aviation Stores Division (S-6) achieved another milestone finalizing its first negotiation in five years with CNAL and the Navy Aviation Supply Office (ASO) for the establishment of a new Aviation Consolidated Allowance Listing. Immediately thereafter S-6 completed its screening and backload of USS Saratoga's (CV-60) AVCAL. The Material Stores Division (S-8) continued the consolidation and streamlining of its operation off loading 2,000 line items of excess stock material into the Navy Stock System, and shipping over 1,000 tons of material to the Defense Reutilization Material Office (DRMO).

The ship's Automated Data Processing (ADP) Division (S-7) completed the off load of its 1960's vintage Shipboard Non-tactical Automated Data Processing system (SNAP-1), and brought Enterprise into the 1990's with the implementation of the SNAP Tactical Automated Computer system (SNAP-III). The Local Area Network continued to expand as requirements for the air wing and Flag Staff were identified and the capabilities of the system were recognized.

Leading the Services Divisions with a full court press was the Food Service Division (S-2) which completed its final installation of new Bakeshop ovens and Galley grills, significantly enhancing its feeding capabilities. The Retail Operations Division (S-3) completed its redesign and installation of the laundry's steam presses, ventilation system and hot water system. The new hot water enabled the ship's laundry to produce twice as much hot water as before. This modification greatly enhanced the ship's laundry ability to continuously wash clothes without any down time due to lack of hot water. The S-3 Division provided a \$70,000 contribution to the

ship's Morale Welfare and Recreation Fund. The Disbursing Operation (S-4) continued to implement the new UMIDS LAN, linking seven of its operational data bases together to more efficiently manage the ship's personnel financial accounts. S-4 culminated its quarter by passing its CINCLANTFLT on-site audit. The Wardroom Division (S-5) completed the renovation of Cruiser Destroyer Group Twelve Flag spaces and 200 officer staterooms in preparation of embarking CVW-17 later in the year. The Postal Division (S-12) continued to provide uninterrupted mail service to the crew processing over 3,879 lbs of mail, and selling over \$7,073 in stamps and \$12,455 in money orders.

July-September

In July the ship underwent a COMNAVAIRLANT Supply Assessment Assist Visit (ASMAT). Following their evaluation, they determined that the Supply Department was a fully functional operation, capable of sustaining and supporting the ship's mission.

During this quarter the Supply divisions continued to upgrade and complete the ongoing renovation of their spaces. The Material Division led the way by completing its renovation of 33 storerooms, and adding stowage aids and consolidating stock material prior to adding and stowing 4,000 new stock line items. During this quarter the Material Division made over 6,000 issues in support of the embarked air wing and ship's company. The HAZMAT Division (S-9) expanded its services, extending its hours of operation and assuming the lead in the handling and disposal of shipboard trash. The Postal Division (S-12) processed over 16,785 lbs of mail and sold over \$8,534 in stamps and \$9,348 in money orders. All Readiness Divisions were fully operational when Enterprise put to sea.

The Automated Data Processing Division (S-7) continued to upgrade the ship's LAN, expanding remote user access by 75%. S-7 continued to further bring Enterprise into the 21st Century through the installation of the Engineering and 3M Automated Technical Information System (ATIS).

During this quarter the Services divisions had their plates full hosting the CINCLANTFLT-sponsored Energy Vision Conference, Friends and Family Day Cruise, the Romanian President, and numerous other VIPs. These highly visible command functions were major public relations successes for Enterprise and the Navy. S-3 turned over \$100,000 in Ship's Store profits to MWR.

October-December

Aviation Stores Division was fully put to the task during TSTA I & II supporting the CVW-17 squadrons. As a direct reflection of their hard work and preparation, the air wing achieved an outstanding 87% mission capable and 82% fully mission capable rate. Material Division began issuing parts on a regular basis in addition to completing the back load of the final remaining material at SP-88 during the short in-port periods. S-12 sold \$8,534 in stamps and \$8,964 in money orders. They also processed over 19,000 lbs of mail.

Continuing to be the platform of choice, the Services divisions were busy with the Broward County Navy League Fleet Week and the NATO Defense Minister's visit.

Since January 1995, the Services divisions served over 600,000 meals on board Enterprise.

TRAINING DEPARTMENT

Sponsored command special events

Special Services sponsored several events that increased the morale of crew members and their families. These events promoted involvement with the community and other families. Two baseball games were held between the Enterprise Mariners and the Colorado Silver Bullets, the nation's only women's professional team. These games were played at RFK Stadium, Washington D.C., and Harbor Park, Norfolk, Va. The games generated significant positive public relations for the ship and the Navy. Special Services also sponsored the following:

- Numerous tours to NASCAR race events.
- USS Enterprise Day at Norfolk Tides game.
- USS Enterprise Day at Washington Redskins game.
- New Year's Day pizza party for crew.
- USS Enterprise ski trip to Whitetail, Pa.
- Super Bowl pizza party for crew.

Family Events

- Easter Egg Hunt for crew and families.
- Two Friends and Family Day cruises for crew and families.
- USS Enterprise Summer Slam Picnic at King's Dominion Amusement Park.
- Spouse and Family Appreciation Day Picnic.
- Thanksgiving Day Family Dinner.
- Children's Christmas party.
- Two Christmas parties for crew and families.
- Christmas Day dinner for crew and families.
- USS Enterprise Night at Old Dominion University Monarch's basketball game.

Ticket and Recreation Sales

Special Services sold more than 25,000 tickets, providing Sailors with many different opportunities for affordable entertainment in the Tidewater area. Sales also included ship's posters, six different lithos and a video.

Fitness Center

The main Fitness Center is located beneath the forecastle. It is stocked with more than \$60,000 in fitness equipment ranging from free weights to exercise bikes. Special Services has also outfitted two new satellite gyms with \$10,000 worth of aerobic and weight-lifting equipment consisting of Lifecycles, stair steppers, and Versa-climbers.

Captain's Cup competition

Competition for the Captain's Cup among teams and individuals was offered in the following sports: volleyball, basketball, golf, softball and bowling.

Enterprise Teams and Clubs

Special Services sponsored and funded: baseball, basketball, racquetball, volleyball, boxing, street hockey, softball, rugby, paintball, golf, scuba, and the running teams. Teams are approved by the XO and the Recreation Committee.

Command Reconditioning Program

Special Services' programs and equipment are the cornerstone of the command physical readiness program. Beginning at check in, lectures are given to Indoc. classes on proper nutrition, diet, and the command PRT program. Weight control counseling and nutrition classes are offered. Remedial PRT workouts are offered five times weekly. Personnel enrolled in the remedial program are screened and measured monthly for body fat standards. Special Services provided an award for outstanding performance on PRT in the form of Enterprise PRT T-shirt.

TEMMADD Division

More than 600 personnel were sent on cost travel with a budget of more than \$350,000. Permissive travel (No Cost) to local area schools, TAP and Harp Duty totaled more than \$6,000. The division processed more than 2,500 records into the ship's SNAP III computer for Shipboard and Aircraft Firefighting courses. All schools completed are now being entered into SNAP III, averaging 200 a month.

Indoctrination Division

The Indoctrination Program consists of a two-week course of instruction. The course provides initial indoctrination for newly reporting personnel pertaining to Enterprise and its mission. It also includes information essential for smooth transition into the command and the surrounding area.

The Indoc. staff provided assistance in the assignment of berthing for 1,065 newly reporting personnel. The staff also ensured timely receipts of new personnel pay checks, liquidation and processing of their travel claims and getting general knowledge of the ship's layout.

Indoc. staff taught Navy Rights and Responsibilities, Financial Responsibilities and Core Values to more than 110 personnel monthly.

WEAPONS DEPARTMENT

General

PSA/SRA had major implications for the Weapons Department, with numerous ship alterations (SHIPALTS) scheduled for virtually all ordnance stowage and handling systems. Most of these were jobs which had been deferred from the Comprehensive Overhaul when funds were diverted to pay for emergent work on the reactor plant and other "safe for sea" projects.

Important to note that some of these projects, especially those dealing with overhaul of the weapons elevators, were originally scheduled to take more than two years, but were completed in just six months by Weapons Department personnel under the guidance and assistance of several

civilian agencies. Departmental manning, on the upswing since the last stages of the major overhaul, stabilized at just more than 220 personnel.

G-1 Flight Deck

The division spent the PSA/RSA period conducting training, rehabbing aft SASS magazines and overhauling all 21 assigned "Raymond Reach" electric forklifts, a huge undertaking for a relatively small division. Soon after Enterprise's return to sea, the division led the way in conducting the first vertical ordnance onload in more than five years.

In just a little more than three days, the division brought aboard more than 3.5 million pounds of ordnance, all by helicopter, despite severe weather conditions and high seas. This Vertical Replenishment was also an initial operability demonstration of the capabilities of a proposed replacement for the CH-46, the civilian "K-Max" helicopter.

G-2 Armory/Sprinklers

G2 Division overhauled a large portion of the magazine sprinkler systems, a task which entailed replacing numerous worn or defective "Clay" valves varying from six through 16 inches and weighing more than 800 pounds.

As Enterprise returned to sea and all magazines were certified, the division shifted focus to training of their "HELLFIRE" (now called "QUICKDRAW") .50 cal close-in small boat/low-slow-flyer defense.

G-3 Magazines

The division completed overhauling 32 magazines and rehabbed all VAQ-132 squadron spaces, some of which were not turned over to us until just before they were required for occupancy.

Between June 9-22 and again Oct. 23 - Nov. 17, the division supported CVW-17 weapons deployments to NAS Fallon, Nev. Consisting of a team of approximately 24 personnel, the detachments successfully built and moved more than 1.3 million pounds of ordnance.

As the year ended, the magazine crews completed training for the Mine Warfare Inspection. During an "assist" visit they were graded as excellent despite our minimal hands-on experience and lack of training aids.

G-4 Weapons Elevators

G-4 Division completed 14 SHIPALTS to increase the safety and reliability of the weapons elevators. Modifications included: improved lighting, motor controller upgrades, and door operating controls and platform counterweight relocation. In addition, several door cables were replaced with the assistance of COMNAVAIRLANT's Weapons Elevator Support Unit (WESU). Weight testing late in the summer concluded the almost four year process of returning the ordnance elevators to full operational capability.

Immediately after PSA/SRA, the division commenced the tedious, exacting start-up maintenance cycle on all 14 ordnance elevators. More than 8,000 man-hours were expended in bringing the elevators back to life after five years of inactivity and neglect.