



DEPARTMENT OF THE NAVY
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1. Per reference (a), enclosure (1) is forwarded.


E. M. CHANIK

**COMMAND HISTORY
UNITED STATES SHIP ENTERPRISE
(CVN 65)**

1 JANUARY - 31 DECEMBER 1997

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Mission

To provide a responsive, mobile strike force in support of national interests; launch, recover and support mission-capable 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 Michael D. Malone (1 Jan - 10 Nov 97)

Commanding Officer

Captain Evan M. Chanik (10 Nov - 31 Dec 97)

Executive Officer

Captain David L. Logsdon (1 Jan - 31 Dec 97)

Commander Robert J. Gilman (31 Dec 97)

Command Master Chief

BTCM (SW) Robert Hallstein (1 Jan - 13 Aug 97)

Command Master Chief

ETCM (SW) Randy Hardin (13 Aug - 31 Dec 97)

Duty Station

Naval Base, Norfolk

Chronology

January

- Ordnance transfer w / USS Seattle

February - July

- ESRA 97

August

- Sea Trials / Flight Deck Certification 11-20 August

September

- TSTA IV FRS CQ 11-19 September
- JRX 4-97 22 September - 1 October

October

- Port visit to Mayport FL 2-5 October
- Port visit to FT Lauderdale {Broward County Navy Days} 6-12 October
- NPMTT visit #1 13-16 October
- Friends and Family Day Cruise - 18 October
- TSTA IV FRS / TRACOM CQ 23 October - 3 November

November

- CVN-65 Change of Command 10 November

December

- TSTA IV FRS / TRACOM CQ 3 -15 December
- NPMTT visit #2 9-12 December

AIR DEPARTMENT

Air Department spent most of the first half of 1997 in an Extended Selective Restricted Availability (ESRA). After completing the maintenance period, the Air Department successfully completed Flight Deck Certification and numerous carrier qualifications. CDR [REDACTED] relieved CDR [REDACTED] as Air Boss in March. CDR [REDACTED] assumed duties as Mini Boss.

V-1 Division

Air Division (V-1) returned from a highly successful Mediterranean Sea/Arabian Gulf Deployment in December 1996. After deployment and a standdown, period ENTERPRISE completed three days of Carrier Qualifications, resulting in over 200 incident-free aircraft launches and recoveries. Next, ENTERPRISE prepared for a seven month Extended Selected Restricted Availability Period.

An aggressive work package consisting of a complete renovation of the entire flight deck and overhauling all firefighting equipment was undertaken. The work package was completed weeks ahead of schedule. The V-1 team repaired over 60 safety nets and frames, overhauled 42 firefighting stations, refurbished 3,000 square feet of scuppers and coamings, renovated the entire island super structure and replaced over 192,000 square feet of flight deck non-skid.

V-1 prepared for the flight deck and counter measure washdown certifications. The COMNAVAIRLANT Aircraft Handling Team observed as the division conducted the required aircraft firefighting and crash and salvage drills. The results were outstanding. ENTERPRISE received Flight Deck Certification and once again was qualified to conduct fixed wing flight deck operations.

During subsequent Carrier Qualification Periods, V-1 completed over 10,000 crunch-free aircraft moves.

V-2 Division

During Extended Selected Restricted Availability, ENTERPRISE's Catapult and Arresting Gear Division (V-2), completed over 300 complex equipment overhauls on all four catapults and associated equipment, all five arresting gear engines, the Fresnel Lens and the Integrated Launch and Recovery Television System.

V-2 conducted over 4,500 safe, efficient catapult launches and recoveries during 1997, including over 700 launches and recoveries of student Naval Aviators. Carrier qualification in support of CNATRA witnessed the first-ever ENTERPRISE launch of T-45A and the first expendable bridle launch of TA-4F/J training jets.

The skilled technicians of the eleven major work centers of V-2 Division performed over 2,500 preventive maintenance evolutions and over 1,200 corrective maintenance actions. The dedicated approach to maintenance resulted in 99% availability rate of all aircraft launch and recovery equipment.

A farsighted training plan paid substantial dividends for V-2 Division during 1997. Over 150 watch station qualifications were achieved by catapult and arresting gear and Integrated Launch and Recovery Television (ILART) crewmen. One catapult and arresting gear officer (shooter) received training aboard USS JOHN F. KENNEDY while

ENTERPRISE was in the shipyard. The division's training plan ensured all adequate number of highly qualified crew members were available after ESRA. ENTERPRISE returned to sea after ESRA 97 with four fully qualified catapult crews and a full complement of arresting gear crewmen despite a 19% near term manning reduction.

V-3 Division

Following post-deployment preparation for overseas move and a brief at-sea ammunition offload period in January, V-3 prepared for the ESRA period. Throughout the overhaul both hangar bays were utilized as laydown areas housing numerous shipyard machines, equipment and material.

In September, the ship returned to normal operations quickly passing sea trials and flight deck certification. At the end of this busy month, the hangar bays housed numerous aircraft and equipment for use during the Joint Readiness Exercise.

During an extended CQ period the ship made port calls to Mayport and Ft. Lauderdale, FL where Hangar Bay 1 hosted several sunset parades and a Medal of Honor dinner for over 500 guests. The bays also hosted the ship's Family Day cruise in October. This event was attended by over 8,000 people.

In November the hangar was again in the spotlight during the change of command where Captain Malone was relieved by Captain Chanik. It was also the scene of the children's Christmas party.

The end of the year found the V-3 division training during a CQ period for the CVW/FRS and TRACOM squadrons.

V-4 Division

V-4 division began 1997 by off-loading 1.5 million gallons of JP-5 and opening 187 fuel tanks in preparation for the ship's ESRA. During the ESRA, V-4 rehabilitated its 23 aviation fuel stations, overhauled 16 various pumps, 10 reduction gears, 22 fuel nozzles, 16 quick disconnects and 4 valves. In addition, V-4 cleaned and inspected 43 JP-5 tanks and assisted the Engineering Department with 6 and 8 inch slip ring repairs on the JP-5 transfer main in number 3 and 4 pumprooms. This huge job absorbed over 4,500 man-hours.

In August V-4 began preparations for Aviation Fuel and Flight Deck certifications, also unloaded 800,000 gallons JP-5 for sea trials and the ship's first CQ period. After passing Fuel and Flight Deck Certifications, the remainder of the year was dedicated to improving and fine tuning the fuel system and spaces.

V-4 Division received 3,068,213 gallons JP-5, issued 1,110,431 gallons of JP-5 to aircraft, emergency diesel generators and ground support equipment; completed 1,700 fueling operations and took 3,592 fuel samples.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPT.

Coming off a successful '96 Mediterranean Sea/Arabian Gulf deployment, Aircraft Intermediate Maintenance Department (AIMD) was at full speed as '97 began. During the command's Extended Selected Restricted Availability (ESRA '97), AIMD initiated numerous projects to improve repair capabilities, training of personnel, and space rehabilitation. Despite reduced manpower, department personnel successfully set up and managed a Light Industrial Facility (LIFAC) and a Support Equipment (SE) rework detachment (both off ship), while concurrently working aggressively onboard under the Current Ship's Maintenance Project (CSMP). The expenditure of 14,082 man-hours spread over 182 jobs, saved the Navy hundreds of thousands of dollars in contractor and material costs, and led to new operational capabilities and a dramatic quality of life improvement of department spaces.

Aggressive leadership, exceptional technical expertise and an extraordinary team effort characterized AIMD's superb performance this year, with the department processing 1,376 inductions with a 85.7% Ready For Issue (RFI) rate.

During the last quarter of the year, AIMD was responsible for coordinating all maintenance and logistics efforts for the highly successful multi-service exercise JRX 4-97, a major Joint Readiness Exercise involving the Navy, Army, Air Force and Marine Corps.

IM1 DIVISION: Admin, QA, Maintenance/Material Control, Manpower, Personnel & Training

The Support Equipment Asset Manager improved the command's air completion accuracy from 96.2% to 99.9% and maintained that level over three consecutive months. Due to the meticulous efforts of all work center supervisors and the equipment manager, AIMD was the highest rated Commander, Naval Air Force, Atlantic (AIRLANT) Fleet carrier for those three months.

With a change in the command's Required Operational Capability/Projected Operating Environment (ROC/POE), AIMD off-loaded and on-loaded more than 2,000 Individual Material Readiness List (IMRL) assets required by the A-6E and F-14B deckload changes.

IM2 DIVISION: Power Plants, Airframes, And Aviation Life Support Equipment

Operated the off-site Light Industrial Facility (LIFAC) with 33 assigned personnel, expending 10,235 man hours in four months. Refurbished over 250 shipboard joiner doors, fabricated hundreds of sheet metal projects and machined hundreds of shipboard accessories. Utilizing ship's force personnel and tons of Department of Defense Reutilization Management Office (DRMO) material, LIFAC realized a savings of \$500,000 in contractor fees and material, while dramatically improving the material condition of spaces throughout the ship.

IM3 DIVISION: Avionics, Armament Equipment, And Calibration

The avionics team had a challenging year, verifying capability and status of 265 test stations and performing numerous bench upgrades. During the year, the division also conducted the verification, inventory, review, and update to all avionics test bench installation equipment. This process was required to meet the operational capability change to ENTERPRISE's aircraft deck load configuration. The meticulous attention in each action ensured 100 percent accuracy of over 100 systems valued at \$6 million.

Other accomplishments:

- Controlled a Ship's Force Work Package of 146 separate maintenance actions, scheduled to be completed in six months, reducing the schedule by 25 percent with a 99.8 percent execution rate. These maintenance actions entailed the expenditure and management of 10,670 man hours, in the complete overhaul of 66 compartments in only four and one-half months. To ensure a timely standup of capability, a comprehensive transition plan was developed to direct the Versatile Avionics System Test Station (VAST) offload and CASS install.

- Established one month ahead of schedule, the Consolidated Automated Support System (CASS) in two avionics shops by installing, verifying, and calibrating seven CASS stations. During the same period, ENTERPRISE became the first afloat AIMD to accomplish the Inertial Measuring Unit Test Set (IMUTS) III upgrade.

- In an effort to increase Battle Force Intermediate Maintenance Activity (BFIMA) capability, relocated and expanded the primary 2M Work Center to centralize six stations, greatly enhancing repair capability effectiveness and efficiency at minimal cost, reducing component repair turnaround time. Additionally, the Calibration Laboratory (CAL LAB) implemented an aggressive calibration verification program which increased ENTERPRISE's calibration readiness to an AIRLANT high 96%.

IM4 DIVISION: Support Equipment

Independently operated a Support Equipment (SE) rework detachment at Saint Julian Creek, reworking 373 SE assets. Sailors saved the Navy over \$150,000. During the overhaul of the GTCP-100-82 gas turbine engine enclosures, a major defect was discovered which, if procured through normal Department of Defense channels, would have cost over \$31,000. Through the use of special machining and using the talent of the Sailors in the Division, 11 mounting pads were manufactured by the team, returning the units to full service.

COMMUNICATIONS DEPARTMENT

January – August

ENTERPRISE was in a standdown and Extended Selected Restricted Availability (ESRA) for this period. Communications Department renovated 76 spaces, including the conversion of 5 berthing compartments to accommodate female sailors E6 and below. During ESRA, new C4I technology continued to be added. Completed the installation of Digital Voice Recording System (DVRS), Shipboard Automated Communications

Control System (SACCS), Single Channel Ground Airborne Radio System (SINGARS) and the AN/FCC-100 V7 upgrade.

September – December

After a highly successful Combat Systems Post Extended Selected Restricted Availability Test (CSPET), Communications department continued to provide outstanding communications support through sea trials, TSTA IV, numerous at sea Carrier Qualification periods and Exercise Advance Guard JRX – 97.

Communications Department and Information Systems Department merged to become Information Systems Department (ISD) on 15 December 1997. The new ISD mission is to support all exterior Communications requirements, including the Dfinity phone switch, and all Automated Information Systems on board ENTERPRISE. The department is led by CDR [REDACTED]. The combined manning totals 8 officers and 95 enlisted personnel.

LTJG [REDACTED] relieved LTJG [REDACTED] as CMS Custodian in October 1997. LT [REDACTED] relieved LT [REDACTED] as Communications Officer in December 1997.

DECK DEPARTMENT

January – March

After a brief post-deployment standown, Deck Department turned to the task of preparing for a six-month Extended Selected Restricted Availability (ESRA) at Newport News Shipyard from February through July. Before starting the yard period it was necessary to offload all the remaining ordnance from the ship. This offload was accomplished with USS SUPPLY over an intense 4-day period of nearly continuous daylight alongside connection. The evolution was a resounding success, accomplished safely and one day ahead of schedule, proving that Deck Department had maintained its superb standards and capabilities since the deployment. Deck Department was now free to focus on the availability itself.

Several major projects dominated the department's attention during this period. 226 liferafts had to be offloaded and trucked to SIMA for re-certification prior to entering the shipyard. After many long hours, all the rafts were brought to SIMA a full five days before the transit to Newport News. The eight liberty boats, undergoing major repairs, were shifted to the flight deck in order to clear hangar bay space for shipyard equipment.

Immediately upon arrival, the Department completed the offload of the port and starboard anchors and chain to two barges for detachable link PMS and preservation of their entire length. This major project, accomplished almost entirely by ship's force, occupied the major share of First Division's manpower for nearly the entire yard period. At one point in late March, a major squall caused an entire shot of the port chain to slide off the barge. The shot was recovered by the shipyard diving salvage unit and pier crane.

Further showcasing its versatility, Deck Department added the shipwide tile and paint teams to its list of responsibilities, with a charter to paint 500 spaces and lay nearly ten linear miles of new tile.

April – June

As we approached the third full month of the ESRA, most of the projects were well on their way to early completion. Both the self-help teams (paint and tile) were ahead of schedule and running smoothly. By the end of April, the anchor chains were nearly complete and preparations were being made to return them to the chain locker, which was completed the first week of May. The liferafts had begun to return from SIMA, certified, freshly painted, and ready for four more years of silent service.

In mid-March, the opportunity presented itself to replace the old motor whale boats with two new Rigid-Hull Inflatable Boats (RHIB) and a slewing articulated davit. This installation, originally scheduled for FY 99, would at its completion make ENTERPRISE the first carrier in the fleet with this significantly improved ready lifeboat capability. Work began in May and the motor whale boats were retired, marking an end to the 34-year tradition and legacy of the workhorse known as the motor whale boat.

One Friday in early May, the call came to assist USS KEARSARGE. Ready to deploy in five days, KEARSARGE had over 60 liferafts that were out of certification and in need of replacement. After assurance from SIMA that all of our rafts would be returned prior to sea trials, Deck offloaded 54 liferafts to support KEARSARGE, enabling her to deploy on-time and fully capable.

As May came to a close, the focus of the department began to shift from maintenance and rehab to training for operations at sea. Spaces were beginning to look as if they belonged on a ship again, modifications to the stern dock were finished, and most major work was near completion. The Department was ready to Norfolk Naval Base to complete the final month of the availability pierside.

July – September

With July came summer and a return to Norfolk for the final phase of the availability. The final liferaft was installed, the two RHIB's were aboard, and the coxswains received extensive training. Both self help teams were disbanded, having exceeded their original goals by nearly 20% including the tiling of the forward and aft messdecks. Deck Department was ready to return to sea.

Sea Trials began the first week of August, and the Department saw its first underway time in over six months. There were many new personnel to train and all the seasoned Sailors saw to this expertly, while re-introducing themselves to shipboard life at sea. Morale was high, as all were glad to return to sea after six months of industrial work. Sea trials went well and the ship returned to sea a couple of weeks later for flight deck certification and carrier qualifications for fleet assets during August.

This period was punctuated by a short visit to Mayport, Florida and then a one-day transit to Ft. Lauderdale for Broward County Navy Days. The final four days in Ft. Lauderdale were spent at anchor and forced Deck Department to shift to port and starboard duty sections to accommodate the large liberty parties. Facing 6-8 foot seas for most of the anchorage, the liberty boats and their crews performed admirably. Keeping

the boats serviceable proved difficult and required nearly around the clock attention from Deck and Engineering personnel. Many of the boat crews and large liberty parties slept ashore at night when the weather became too harsh for safe boating.

October – December

Returning to Norfolk after nearly a month of high-intensity operations away from homeport was a welcome reprieve. The Department now looked ahead to the beginning of the basic training phase and a Command Assessment of Readiness for Training (CART II), scheduled to start early the next year. At the end of October, the Department was at sea again for carrier qualifications, which lasted a week or so into the month of November. November was truly a month of training and transition, as the ship prepared for its first team of "outside the lifelines" inspectors since the previous deployment. The department's personnel at last began to increase as many new Sailors, and a new First Lieutenant, arrived at the end of November.

December began with a twelve-day at sea period in support of carrier qualifications. In preparation for CART II, the department conducted several Man-overboard drills with the RHIB" while at sea, in addition to comprehensive inventories of equipment, administrative programs, and critical systems. After nearly a month of aggressive and intense preparation, the department appeared ready to conduct a successful CART II, and a liberal holiday leave period was observed.

DENTAL DEPARTMENT

Successful implementation of an aggressive annual dental examination recall program has resulted in achievement of a lofty **90%** operational dental readiness for ENTERPRISE. In February, the entire Dental Department provided preventive dentistry instruction to over 1,300 students at five local elementary schools. This successful endeavor was conducted in conjunction with National Children's Dental Health Month.

Special Recognition of Personnel:

- | | |
|--------------------|-----------------------------|
| (1) DTC [REDACTED] | Certified Dental Technician |
| (2) DN [REDACTED] | ENTERPRISE BJOQ |
| (3) AN [REDACTED] | Selected for DT "A" School |

Advancement:

- | | |
|----------------|--------------------------|
| DTC [REDACTED] | Advanced to present rank |
| DT2 [REDACTED] | CAPPED to present rank |
| DT3 [REDACTED] | Advanced to present rank |
| DT3 [REDACTED] | Advanced to present rank |

Warfare Qualifications:

CDR	[REDACTED]	Medical Department Surface Warfare Designation
DTC	[REDACTED]	Enlisted Surface Warfare Designation
DTC	[REDACTED]	Enlisted Air & Surface Warfare Designations
DT1	[REDACTED]	Enlisted Surface Warfare Designation
DT2	[REDACTED]	Enlisted Surface Warfare Designation
DT3	[REDACTED]	Enlisted Surface Warfare Designation

The clinic received a much needed seamless deck during the shipyard period. During the installation, patient treatment was provided by our dental personnel and continued uninterrupted at Branch Dental Clinic SupShips. In addition, five dental technicians received oral prophylaxis training and dental repair training at Branch Dental Clinics Norfolk and Oceana. The oral surgery technician provided assistance at Langley AFB and NAVHOSP Portsmouth.

CDR [REDACTED], the Senior Dental Officer and DTC [REDACTED] the Dental LCPO were guest speakers for the Hispanic Heritage and African American Heritage programs respectively. As a member of the ship's Health Promotion Council, CDR [REDACTED] spearheaded a highly successful tobacco cessation awareness program during the month of November.

ENGINEERING DEPARTMENT

EAO1 - Hydraulics Shop

- Repacked all steering rams.
- Repacked all aircraft elevator rams.
- Repaired control valve flange leak on #2 aircraft elevator. All the above were normally depot level jobs.
- Repacked over 200 valves in aircraft elevator spaces. Eliminated numerous hazardous material (Fryquel) leaks in the process.
- Assisted NNSD&D Co. in overhauling all steering gear pumps and in the installation of new coolers for steering units.
- Assisted Newport News Shipyard in modifying all main deck and flight deck safety stanchions.
- Assisted CEMAT in the replacement of guide rollers and cables in #1 Deck Edge Door.
- Replaced brake pads on all capstans.
- Conducted cable tensioning on #3 and #4 aircraft elevators after platform replacement.
- Replaced B&A Crane whip cable.
- Spent numerous off-duty hours conducting steering checks and running aircraft elevators in preparation for carrier qualifications.

EA02 - Steam and Heat Shop

- Re-piped laundry drains overboard.
- Rebuilt food mixer aft bake shop.
- Performed 15 asbestos rip outs.
- Re-piped aft galley system aft galley.
- Assisted in the replacement of eight 200-lb washers, two 100-lb washers, ten 100-lb dryers.
- Overhauled 6 pumps for scullery machines.
- Assisted in the replacement of aft scullery machines
- Rerouted steam system serving C.O's at-sea cabin
- Cleaned and repacked valves on shore steam risers.
- Rebuilt dutchess machine.
- Rebuilt brake system on dutchess machine.
- Replaced heating coil in 1st Lieutenant office.
- Replaced heating coil on 2 AC unit.
- Replaced heating coil for aft galley.
- Repaired ruptured coil fwd CPO water heater.
- Replaced 2 garbage grinders.
- Replaced two Hangar Bay heaters.
- Replaced three CXT valves to water heater.

EA03 - AC&R Shop

- Replaced seal on #4 AC saltwater pump
- Overhauled #3 AC saltwater pump.
- Replaced seal on TARPS AC.
- Replaced seals on 1,2,3,+4 salt water pump(reefer units)
- Overhauled # 16 AC salt water pump.
- Replaced bearings on #7 chilled water pump.
- Replaced 10 water coolers.
- Replaced bearings on #16 chilled water pump.
- Replaced over 60 o-rings on the R-134a reefer system.
- Repaired and replaced 4 TXV on the reefer system.
- Installed 13 under counter reefers.
- Replaced seals on #6&9 bulk ice machines.
- Replaced chapel package AC water regulating valve.
- Installed cooling coils in flight deck lighting.
- Installed cooling coil in RM maintenance.
- Replaced DC Central Package AC WRV.
- Replaced Package AC unit in the ship's store.
- Lock ringed cooling coil for food service office.
- Spent 1500 man hours on the R-134a refrigerant change-out on the fwd and aft reefers, and TARPS AC unit.
- 300 man hours expended on the installation of 6 flat package AC units.
- 250 man hours spent on the installation of #1 AC unit.
- Overhauled the clay valve on #3 AC chilled water pump.

EA04 - Boat Shop

- Maintained all emergency diesels and small boats in a high state of readiness.
- Replaced air start solenoid #1 EDG.
- Re-piped hot start system piping on #1,2,3 & 4 EDGs.
- Replaced motor on hot start system #2 & 3 EDGs.
- Replaced #1 and 6 injectors on #2 EDG.
- Changed one thermocouple on #3 EDG
- Replaced tachometer on #4 EDG.
- Replaced lube oil pressure/piston pump on #3 EDG.
- Restored #2 EDG to topnotch condition by replacing #9 cylinder, rebuilding the head on #1 cylinder and replacing #6 cylinder head.
- Replaced starter, pulley, and serpentine belt on #4 Utility Boat (UB).
- Replaced mechanical seals on #1,2,3,4, and 12 motor-driven fire pumps.

EAO5 - Machine Shop

- Honed #1, 2, 3, 4 aircraft elevator rams.
- Repaired aircraft elevator flight deck stanchions.
- Manufactured sea painter rig for stabilizing boats during launch and recovery.
- Designed, manufactured, and installed locking devices for aircraft elevator safety switches.
- Overhauled 2A and 4A main feed booster pumps.
- Manufactured 7 valve stems for salt water reducing stations.
- Machined sheave covers for arresting gears.
- Machined lube oil cooler head to tolerances.
- Machined clearance on four spot dolly bearing plates.
- Machined various backing rings for steam valves.
- Rebuilt #6 potable water transfer pump.
- Manufactured thirty hinge pins for DC doors.
- Manufactured two DC door closure shafts.
- Cut clearance on 12 pumps for new wearing rings.
- Repaired shaft and cut wearing rings for distillate pump shaft.
- Manufactured 20 CIWS cooling water nipples.
- Manufactured shafts for #1 and 5 SSTG salt water pump motors.
- Overhauled 3A CTG amplidyne coupling.
- Machined 20 couplings for JP5 fuel transfer system.
- Manufactured various needle valves for O2N2 HPACs.
- Manufactured two demineralizer strainer handles.

EAO6/13/16 - O2N2/Air Group

- Performed a complete air end overhaul of eight high pressure air compressors without any outside assistance. This complex repair is normally performed by an outside activity or with the assistance of FTSC/LANT.

- Completely unpacked rock wool thermal insulation from aft O2N2 producer to investigate and repair leaks. While produce internals were exposed, desiccant change out was performed to minimize plant down time.

- Performed desiccant change out and major leak repair to forward O2N2 producer.
- Completely overhauled four cryogenic liquid transfer pumps.
- Completely overhauled three liquid storage tank high vacuum pumps.
- Replaced forward cooling water overboard check valve.
- Rebuilt forty-four oxygen-clean high pressure producer valves.
- Supplied ship's service high pressure air during ESRA while performing HPAC overhauls.
- Assisted Newport News Shipyard in the replacement of aft 750 gallon liquid nitrogen storage tank.
- Assisted shipyard personnel in auxiliary cooling water replacement.
- Provided uninterrupted service of oxygen and nitrogen to embarked airwings during at-sea periods.
- 7 personnel reenlisted and 1 personnel extended out of 9 opportunities for a retention rate of 89%.

EA08 - Catapult Shop

- Completed cleaning and inspection on #1,2,3,4 accumulators. (internal and external piping)
- Completed overhaul on 16 sight glasses for 1,2,3,4 accumulators.
- Completed overhaul on two fill valves on #2 cat accumulators. and two fill valves on #3 cat accumulators.
- Completed overhaul and installation of check valves on # 1,2,3,4 dehydrators.
- Completed replacement of drain line on #3 cat, fwd/aft x-conn (emergent repair).
- Completed overhaul and replacement on #3 and 4 pneumatic transmitters.
- Repaired various lagging on #1,2,3,4 accumulators.

ER13 - Nuclear Weld Shop

- Completed 52 main steam level one weld repairs during the ESRA.
- Completed 89 non-level FWP repairs from January to September 1997.
- Replaced 1PR-V12B at a savings the Navy of approximately \$240,000 by not having the job done by a civilian shipyard.
- Installed a nuclear level one canopy seal on 2CH-V57.

ER03 - Pipe Shop

- Bent and replaced six feet of nuclear level one pipe during the replacement of 2DD-V74A

ER01 - Ship Fitter Shop

- Replaced over 200 feet of overhead support structure, 100 feet of hull stiffeners and 600 square feet of 3/8" deck plating in the forward ballast tank area. This area of the ship had been damaged the past deployment. While a structural repair had not been

previously attempted by a ship's repair division, the ship fitter shop successfully completed the repair.

EE-21 Support Shop

- Expertly rigged temporary power for support of major shipwide events such as Sunset Parade, Change of Command, Kid's Carnival, and Medal of Honor Dinner.
- Answered and repaired over 5,000 trouble calls and 500 2 Kilos from various departments.
- Performed complete rewire of the Main Ship's Store as part of the Supply Department's overhaul of this space and rewired the Pipe Shop to upgrade this space for new equipment installation.
- Performed complete rewiring of Forward Galley lights.
- Installed new "Phoenix lights" in the hanger bay to improve lighting in this space.
- Completed the installation of ground detector system of the 110/120v-distribution system greatly improving the ability to isolate grounds on this system.
- Overhaul the darken ship lights and door microswitches throughout the ship
- Installed security alarms in the MARDET spaces to increase the Marines security.
- Supported the shipyard installation phase of the 110/120V-receptacle modification and coordinated the ships force installation phase.

EE-02 Power Shop

- Rewound eight ventilation motors and four pump motors.
- Performed emergent repairs to several air condition unit controllers.
- Performed emergent repairs to numerous pump motors due space flooding. This included complete disassembly of motors, drying them out, changing and greasing bearings.
- Expedited over 500 man-hours verifying ventilation systems during several modifications in the ESRA period.
- Completed rehab of eight out plant load centers.
- Replaced bearings in five pump motors and nine ventilation motors.

EE-11 Battery Shop

- Completed repairs on numerous galley equipment including ice machines, juice dispensers, coffee machines, food warmers, ovens, deep-fat fryers, and dishwashers for all galleys.
- Overhauled the garbage grinders for all ship's galleys.
- Assisted in the installation of the ship's new Plastic Waste Processing units.
- Improved the performance and reliable of the ship's boats by overhauling the electrical systems, installing new batteries, installing new motors starters, and rewiring running lights.
- Replaced six outdated ABT's for the ship's HCAFF stations with new electronic type.
- Answered and repaired over 500 galley trouble calls this included replacing temperature switches, solenoids, thermostats and control switches.

EE-08 Alarms and Warning

- Replaced cathodic protection reference electrodes with new improve style.
- Overhauled magazine sprinklers and detection systems.

Continued the repairs on VS circuit.

EE-06 Navigation Shop

- Completed shipalt of all four steering controls systems including primary and secondary consoles.
- Conducted major repairs on the Deck Reckoning Analyzer Indicator (DRAI).
- Coordinated major refurbishment's on Forward and Aft Gyros by NNS.
- Supervised major repairs and testing of Wind Speed and Direction System.
- Overhauled the Rod Meter hoist assembly that increased the reliability of Pit Sword.

EE-05 Telephone Shop

- Performed extensive repairs to the 2JV growler system and X50J E-Call systems.
- Flawlessly transferred maintenance responsibility of Definity 75 to Information Systems Department.

EE-04 Distribution

- Performed bearing replacement on twelve Main Feed Booster Pumps and eight SSTG Circ Water Pumps. This upgraded these pumps with double shielded bearings.
- Performed extensive repairs to #2 and #4 EDG Voltage Regulators which were damaged in a class C fire.
- Repaired LC 51 which was damaged in a class C fire.
- Supported shipyard during ESRA in the extensive modifications and testing of the Emergency Diesel Generator parallel modification.
- Initiated the upgrade of E-boards and Load Center relays with new more reliable rotary type.
- Completed depot level repairs to #4 SSMG stator and voltage regulator.
- Repaired over 100 long-standing inoperative Tank Level Indicators.
- Upgraded all E-Board Voltage Regulator switches.
- Completed extensive repairs to #1 SSMG frequency regulator.
- Repaired/replaced several EDG keep warm motors.
- Replaced #3 Pneumatic Air Compressor which required motor and foundation modification.
- Converted distilling brine pump controllers from LVP to LVR to prevent equipment damage from electric plant shifts.

EE-09 Flight Deck Lighting

- Completed overhaul of all flight deck lighting systems including flight deck lights, status lights, and all flood (SOX) lights for flight deck lighting certification after ESRA '97.
- Assisted with the replacement of several bridge window heaters and windshield wiper units increasing reliability.
- Overhauled Primary Flight Control Status Panel

- Performed exhaustive efforts in installing the ENTERPRISE Christmas holiday lights. Won the most animated lighting display in the naval base annual contest.

EE-19 A and O SHOP

- Assisted Cemac in the planning and installation of three aircraft electrical starting stations increasing the air combat readiness of the flight deck.
- Assisted in the grooming of the island personnel elevator that included the complete overhaul of all electrical components.
- Performed several repairs for AIMD including replacement of a 28v DC rectifier, installation of 400 Hz receptacles and installed a tire washing machine.
- Worked extensively with Air Department in the complete overhaul of 15 aircraft refueling stations and the replacement of several JP-5 purifier motor bearings.

EE-20 Electrical Safety and Tool Issue

- Established the tool issue operator/electrical safety inspector refresher training program for personnel of engineering tool issue and four satellite tool rooms. Completed rehab Tool Issue Room including installation of electrical safe matting.
- Designed a customized computerized database to track the personal and government portable and mobile electrical and electronic equipment on board. This program verifies personnel have received the required annual shipboard electrical training prior to being issued a portable tool and is significantly more efficient than the previous system.

EE-22 Shipboard Electrical Cableway Inspection and Repair

- Removed more than 5,000 feet of dead ended cable from the ship's cableways clearing 265 outstanding 2 Kilos.
- Developed and maintains a computerized database of discrepancies for future reference and ease of tracking.

EE-40 Damage Control

- Corrected more than 500 yoke and zebra discrepancies.
- Updated and verified 88 compartment check off lists.

EM-11 #1 Main Machinery Room

- 1B main condensate pump overhauled
- #1 SSTG condensate pump overhauled
- #1 SSTG circ water pump overhauled

EM-22 #2 Main Machinery Room

- 2B main feed pump overhauled
- 2C main feed booster pump overhauled

EM-33 #3 Main Machinery Room

- 3B main condensate pump overhauled
- replaced the first stage nozzle in the main air ejector
- #8 SSTG circ water pump overhauled

EM-14 #4 Main Machinery Room

- 4B Main Feed Pump overhauled
- Supported repair work on #4 SSTG amplidyne to clear a long standing problem
- conducted a major overhaul of #4 lube oil purifier

EM-31 #1 Auxiliary Machinery Room

- #4 Elliott air compressor overhauled
- #2 high pressure air compressor overhauled
- #1,2 and 5 distilling units acid cleaned

EM-32 #2 Auxiliary Machinery Room

- Supported the installation of a major modification of the oily waste system
- acid cleaned #3 and 4 distilling units

EM-07 Machinery Division Technical Support

- Operated the valve repair barge during the ESRA. Conducted repairs on over one thousand valves ship wide at a significant cost savings to the Navy

ED-10 Light Water Shop

- Completed flight deck and hanger bay sprinkler system certification without discrepancies

ED-07 CO2 Shop

- Replaced all ship's galley APC fire suppression systems

EXECUTIVE DEPARTMENT

Command Information Program Manager (X-2)

Completion of the Career Information Training Course (CITC) for supervisors (E-5/O-4) continues to improve with 98 percent attendance, a 4 percent increase over last year.

Annual command assessment by AIRLANT showed improvement in all areas of the command career information program. Most dramatic improvements were in retention team training, computer management and tracking, and supervision of the program by assigned Navy Counselors.

The audit and training program has achieved the highest level of decentralization, as all department retention programs can function independently.

Retention Statistics:

	Eligible	Not Eligible	Reenlisted	Gross %	Net %
First Term	562	129	257	37.1	45.7
Second Term	75	12	57	65.5	76.0
Career	179	9	158	87.2	88.2

Security Division (X-3)

- Community Policing Program: In order to assist with the handling of military victims and offenders during the ENTERPRISE's recent Selective Restricted Availability at Newport News, the ship's security personnel met with the police department and helped implement a "Ride-Along" program. Stressing the importance of proactive/preventive involvement as well as good ambassadorship, the daily assignment of two Chief Petty Officers was provide to assist with the administrative liaison between the ship and NNPD.

- Crime Prevention: Operation ID Program. Property registration to identify ownership resulting in recovery and return of more than \$6,000 in personal property.

- Security Education Awareness Program: Plan of the day (POD) Notes. Established the "Security Corner" in an effort to educate the crew members on crime prevention, Anti-terrorism awareness, military, uniform, and related topics. Over 100 plan of the day notes were published.

- Contributions to Ship's Safety Program: Initiated a safety reporting program within Security. Security completed 950 Safety Hazard Reports which advise the Safety Office of potential shipwide safety hazards. Through use of these reports, the Safety Office was able to identify and ensure correction. Qualified all security personnel in CPR. Procured CPR face masks/rubber gloves kits for ready availability.

- Law Enforcement

a) Processed 202 Incident/Complaint Reports.

b) Collected 4,384 urinalysis samples for drug use testing in support of the Navy's Zero Tolerance policy.

c) Pro-active preventive patrols in six zones throughout the ship provided a high sense of law enforcement presence.

d) Through aggressive investigative techniques and close liaison with the Naval Criminal Investigative Service, investigations maintained a 72% solved case rate and recovered over \$13,600 in stolen property.

e) Coordinated the random Military Working Dog inspections.

f) Provided counseling and rehabilitative services to brig prisoners.

g) Provided armed brow sentries. Conducted personal baggage searches (100% to random) to prevent the compromise of the security posture.

- Training

a) Designated a full-time training petty officer and four Field Training Officers to increase overall training and documentation.

b) Conducted training an average of 60 hours per month on various aspects of law enforcement including the UCMJ, and Phase I & Phase II law enforcement training.

- **Awarded Security Excellence Award:** Awarded the COMNAVAIRLANT Law Enforcement and Physical Security Excellence award for 1997 for outstanding Physical Security and Law enforcement programs.

Public Affairs Office (X-4)

- Inport visitors from scheduled tours (Norfolk, June-December): 3,430
- Special Events:
 - Mayport, Fla. Visit Ship: 6,500 visitors.
 - Broward County Navy Days (2-day visit to Fort Lauderdale): 22,375 visitors
 - Veteran’s Day Visit Ship (11 Nov): 3,300 visitors
 - Family and Friends Day Cruise (18 Oct): 2,000+ visitors

Educational Services Office (X-5)

Education Programs

- 394 enrolled in instructor based PACE courses.
- 312 completed instructor based PACE courses.
- 35 enrolled in Academic Skills courses.
- 23 completed Academic Skills courses.
- 43 enrolled in the National Apprenticeship Program.
- 0 graduated as Journeymen.
- 3 enrolled in Independent Study courses.

College Admission

- 25 SAT exams given.
- 18 ACT exams given.
- 210 CLEP General and Subject exams given.
- 75 DANTES Subject Standardized Tests.
- 12 GRE and GMAT exams given

Officer Accessions/Education programs

Program	Applied	Selected
ECP	4	2 selected
OCS	3	3 selected
LDO/CWO	25	Awaiting results
EEAP	2	0 selected
MECP	1	Awaiting results
BOOST	4	2 selected
Seaman to Admiral	2	1 selected

INFORMATION SYSTEMS DEPARTMENT

The information Systems Department (ISD), headed by Commander [REDACTED], AISO LT [REDACTED], ISM-Divo LTJG [REDACTED], ISO-Divo ENS [REDACTED], and DPC (SW) [REDACTED] had a remarkable history. Emerging from the former S-7 Division, ISD began the process of creating the first IT-21 capable aircraft carrier.

At the end of 1997, the ISD staff supported the SNAP/NALCOMIS system, E-mail, INFOSEC security program and Internet/Intranet connectivity to over 500 users to include airwing and staff. These numbers are growing exponentially and in its final configuration ISD will have over 5,000 E-mail accounts, a fibre-optic backbone and virtually unlimited growth potential.

In December, ISD reformed with the Communications Department and IC shop to form the new ISD. The new department consists of over 100 personnel and has a wide range of communication and information systems responsibilities throughout the ship.

- Over 3,500 trouble calls completed throughout the year
- Second DRMO day nabs 148 old machines.

January - June

- INFOSEC Anti-Virus programs installed on all shipboard PC's.
- ESRA-97

July - August

- DRMO day. ISD takes its first steps at IT-21 by removing over 400 non FY2K, 286,386, and 486 PC's.
- UPS refurbished resulting in a 50% reduction and a 30% increase in longevity.
- LMRC installed in the ship's library, a first step to providing the ship's crew with access to Pentium PC's for gaming, education and in the near future, "E-mail for everyone".
- Commanding Officer PC dial in. ENTERPRISE CO was provided access to ship's network from "on the road" remote locations. This capability was developed by the ISD staff and is a "first for the fleet".

September - November

- Barcode inventory started on a shipwide scale and continues to be a top priority
- ENTERPRISE completed first ever Certification and Accreditation for all Information Systems.
- Fleet Imaging Management System (FIMS) installed. FIMS enables Supply Department to scan and trace supply receipts reducing processing time by 50%.
- The Windows NT OS replaces Novell 3.1 as the primary ship's operating system.

December

- Rework of the Network Control completed resulting in 25% more production space.
- SNAP End of Year run completed with no problems. System availability was 98% along with over 15 software upgrades to the system.

Despite critical manpower shortages, the ISD department has managed to do the near impossible, a credit to the department's hard charging Sailors. The IT-21 work continues and ISD Sailors are on the cutting edge of battle-group information warfare. They are involved in all aspects of installation and in some cases, systems development. Their work will enable information capabilities not known by any previous battle groups and will set the pace for the future of "Information Warfare."

LEGAL DEPARTMENT

Legal Department provided a wide variety of legal services to ENTERPRISE crew members during 1997.

ENTERPRISE sent 3 Sailors to Summary Courts-martial held onboard. 23 Sailors went to Special Courts-martial, and one to General Court-martial. Approximately 568 report chits were generated, resulting in 302 NJP's. The Disciplinary Review Board, chaired by the Command Master Chief, played an active role in the disciplinary process, reviewing most of the report chits and making recommendations as to disposition.

ENTERPRISE legal coordinated administrative separation of 140 Sailors during 1997 for a variety of reasons, including personality disorder, alcohol rehabilitation failure, minor offenses and serious offenses. Of those cases, 90 resulted in OTH discharges.

ENTERPRISE continued with a civilian case tracking program, monitoring the status of civilian criminal cases involving ENTERPRISE Sailors, and where necessary coordinating continuances, and tracking results.

ENTERPRISE Legal ran a proactive legal assistance program, assisting over 850 personnel. Of those, 450 received assistance with powers of attorney and notarizations, 34 received wills, and the remainder received assistance with a myriad of personal legal matters.

The department's work in the area of JAGMAN investigations included preparation of 25 line of duty misconduct investigations. Additionally, the Legal Department took the lead in investigating and addressing sensitive personnel issues.

ENTERPRISE conducted an active Volunteer Income Tax Assistance (VITA) program, including electronic filing, supporting over 900 Sailors with their tax needs.

Legal Department personnel were recognized for outstanding performance in 1997, with selections as Junior Sailor of the Quarter and Bluejacket of the Quarter.

MAINTENANCE DEPARTMENT

Maintenance Support Center

1997 saw Automated Technical Information System (ATIS) come on line with 5 satellite stations joining the major departments. This allowed MSC and the satellite stations access to all technical manuals and drawing information, as well as Allowance Parts Lists. MSC has expanded its E-mail utilization for information dissemination and rapid problem resolution with the Configuration Data Manager (CDM).

During the 1997 ESRA, MSC processed over 225 Configuration Change forms, supported by the validation of new equipment installation and old equipment removal. Applied Technical Systems (ATS) personnel were very important in ensuring that the validations were prompt and accurate. 1291 Problem Worksheets (PW's) were processed to support new equipment and equipment that was not previously supported. On-site validations were conducted on all equipment.

The technical library was completely inventoried which resulted in 11,570 publications being verified and updated. There were 925 documents added, 453 changes installed, 2,214 requisitions deleted, 262 new requisitions, 301 documents deleted, and 172 receipts processed. The Ships Drawing Index (SDI) was inventoried, 16,450 aperture cards were verified and 3,500 drawings were ordered.

The ship's Coordinated Shipboard Allowance Lists (COSAL) was updated with well over 5,000 pen and ink changes, 12 Automated Shore Interface (ASI) tapes were processed, and 12 Monthly COSAL Maintenance Action Report (MCMARs) processed. There were 36 Alteration Equivalent Repairs (AERs) reviewed, ship-checked, and processed.

Additionally, MSC purchased a new aperture card reader with zoom and pin-point capabilities to provide much better drawings. This equipment, along with updated and faster computers at the customer service counter has enhanced customer service and reduced the time required to provide quality customer service.

Quality Assurance

The Quality Assurance division provided quality assurance support for both non-propulsion plant and propulsion plant controlled maintenance. QA tracked over 111 controlled work packages throughout the year. The QA division also coordinated with Reactor Department to provide additional liaison support for AIRLANT and Reactor Plant Planning Yard (RPPY), providing guidance in the response of 6 Nuclear Liaison Inquiries.

QA provided training for over 23 controlled material petty officers (CMPO), 22 nuclear controlled material petty officers (NCMPO), 96 quality assurance inspectors (QAI), 60 nuclear quality assurance inspectors (NQAI), 12 quality assurance supervisors (QAS), 11 nuclear quality assurance supervisors (NQAS), 56 reactor cleanliness inspectors (RCI), and 61 steam plant cleanliness inspectors (SCI). The QA training petty officer worked with the ship's indoctrination coordinator to provide instructor support for 28 indoctrination sessions, furnishing baseline QA knowledge for 609 newly reporting ENTERPRISE sailors.

ENTERPRISE implemented the new QA Manual early in the year. The Joint Fleet Maintenance Manual merged all QA manuals throughout the Navy and is applicable to all maintenance evolutions (with the exception of ALRE and AIMD which have their own QA instructions). This involved the development of an entirely new training program and the integration of the new JQR/PQS issued by NAVEDTRA. The transition was flawlessly completed and is functioning at full capacity.

Non-Destructive Testing

The NDT lab expanded their capabilities for on board testing to allow ENTERPRISE welders and braziers to achieve and maintain qualifications locally. NDT also added radiographic testing (RT). NDT division's ability to perform tasks that are normally assigned to depot level activities in support of nuclear and propulsion plant welding has directly contributed to an estimated savings of over \$2.5 million for the Navy.

Maintenance Material Management

The 3M Division hosted two COMNAVAILANT (CNAL) 3M Training Assists, conducted 14-18 April and 8-12 September. The April assist visit was a IEM assist visit, the visit noted administrative discrepancies. It was also noted that maintenance was continuing on most equipment. The September assist visit noted that the 3M program needed more training in all areas due to a large turn over of ship's personnel. The 3M office responded by aggressively performing departmental audits to identify areas in each work center which required specific training, including spot check procedures, PMS documentation and administration of the ships organizational file report.

Planning and Engineering for Repairs and Alterations of Aircraft Carriers (PERA CV) conducted a review of the Current Ship's Maintenance Project (CSMP), deleting approximately 1,500 completed and invalid jobs, and reviewing all work center EDL's. The overall review was satisfactory.

The Organizational Maintenance Management System (OMMS) database is being successfully maintained and provides access to approximately 500 users. The primary method of training is "hands on" using the locally generated users guide.

3M also processed 256 Technical Feedback Reports. The reports were submitted to improve work center PMS requirements.

The ship's Zone Inspection Program continues to effectively provide an excellent plan for maintaining ship cleanliness, safety and material condition. The Zone Inspection Coordinator is in the process of developing an automated reporting procedure which will greatly reduce the time and effort required to report zone inspection results.

MEDICAL DEPARTMENT

Sickcall/Treatment Room

More than 26,683 patients were treated in sickcall and the treatment room, an average of 2,223 patients a month. There were over 40 medical emergencies on board in which the Medical Response Team responded. To test the medical staff's ability to handle medical emergencies, 26 Medical Response Team Drills and 4 Mass Casualties Drills were performed throughout the year.

In October, the Medical Department responded to an actual medical emergency while operating in the Western Atlantic. Canadian Frigate HMS IRIQUOIS sent a distress call requesting assistance for a patient with chest pains. The General Medical Officer and an Aviation Medicine Tech. were dispatched via helicopter to pick up the patient and bring him back to the ship. After the patient was stabilized, he was medevaced to Naval Medical Center Portsmouth.

Pharmacy

The pharmacy filled more than 15,840 prescriptions, an average of over 1,300 a month. Over-the-counter medication requests exceeded 6,184 for the year. The combined totals represent over 22,000 times medications were dispensed.

This year, pharmaceuticals have been ordered via a prime vendor distributor. The end result has been a slightly faster turnaround time in processing requisitions.

Laboratory

Two advanced Laboratory Technicians headed the busiest afloat laboratory in the Atlantic Fleet during 1997. Our lab performed more than 30,000 test procedures. More than 4,000 HIV samples were collected and sent to the reference laboratory.

Aviation Medicine/Physical Examination Office

Aviation Medicine was responsible for numerous patient encounters. Of the 4,104 screenings/physicals performed during the year, there were 3,966 audiograms, 308 eye exams, 68 occupational radiation exams, 144 flight exams, and 938 flight deck physicals. Other physicals/screenings ranged from periodic, re-enlistment screenings, separation, retirement, special schools, mess physicals, security clearances, explosive ordnance handler and driver physicals, and overseas screenings.

Preventive Medicine

Numerous inspections throughout ship's spaces were performed, including galley's, wardrooms, barber shops, and ship's stores. There were 70 occupational physical examinations, 631 respirator medical screens, 492 food health physicals, 240 food sanitation inspections and continuous CHT System Sanitation and Habitability Inspections. Additionally, numerous pest control surveys and treatments were conducted on various spaces with impromptu sanitation training given routinely. Numerous classes were provided to the crew, including: Food Service Attendants, Mess Cooks and annual CHT and potable water system sanitation.

Preventive Medicine also supervised the mass influenza and Hepatitis A immunization for the entire ship's crew. Through their diligence, a compliance rate of over 94% was attained.

One of the responsibilities of Preventive Medicine was the oversight of the Birthday Review Program. ENTERPRISE surpassed CNAL standards of 90% compliance for every month in 1997. Additionally, the Birth Month Review process has continued to use the Health Risk Assessment (HRA) as a tool to gauge the health and readiness of the crew.

Radiation Health

Four visits from the Navy Propulsion Mobile Training Team (NPMTT), one External Audit (USS ROOSEVELT), and one Internal Audit were performed. Throughout the year, the Radiation Health Office performed 418 Radiation Worker physicals, processed over 442 TLD requests and 55 Dose Investigations/Dose Estimates and managed a Radiation Health Program for over 1,200 personnel.

Inpatient Ward/Intensive Care Unit

40 patients were admitted to the Ward and ICU during the at-sea periods in 1997. Admissions ranged from Same Day Surgical Procedures (admissions in the morning and

discharged the same day - normally for diagnostic and minor elective surgical procedures) to several day inpatient monitoring periods.

Radiology

1,170 patients received some type of diagnostic radiological test, totaling 4,234 x-rays (including x-rays taken by the portable unit). During this time, the radiology work center maintained an average Repeat Rate of around 4%.

Counseling and Assistance Center (CAAC)

The Command CAAC evaluated 155 clients for alcohol abuse/dependency in 1997. There were six Level 0.5 (20 hour) Alcohol-IMPACT classes and three Level I (80 hour) Outpatient Counseling Programs for Alcohol Abuse conducted throughout the year. In addition, the CAAC conducted several American Cancer Society Smoking Cessation Programs and held weekly Aftercare Group Counseling Sessions.

Medical Administration

Medical Administration logged and tracked more than 981 sick-in-quarters chits. One of the most daunting administrative problems was managing requests for medical specialty consultations. More than 800 consults were arranged. Over 150 non-naval health care claims were processed, assisting crew members in the liquidation of medical bills received outside military medicine. ENTERPRISE Medical Department was the first ship in the fleet to have direct access to Naval Medical Center Portsmouth provider's schedules via CHCS. This improved access to care and gave us greater local control on coordinating off-ship medical care.

Telemedicine

ENTERPRISE Medical Department continues to be at the forefront with deckplate telemedicine using VTC, email store and forward, and teleradiology capabilities to obtain timely specialty consultation with major military medical facilities and facilitated several continuing medical education sessions. The telemedicine suite has been a centerpiece during distinguished visitor tours of the medical spaces.

In summary, ENTERPRISE Medical Department was extremely busy and operated seamlessly even during the ship's ESRA at Newport News Shipyard from February to July 1997.

NAVIGATION DEPARTMENT

The year of 1997 began with the Navigation Department successfully navigating ENTERPRISE out of Norfolk in January for an ammunition offload prior to bringing the ship into the Newport News Shipyard for the scheduled post-cruise yard period. While "in the yards", the Navigation Department upgraded their new Ships Control and Display System (SCDS) into a hardened display, making this very critical display which

assimilates large amounts of data for ship's control personnel, less susceptible to damage or failure.

Additional upgrades consisted of a link between the Automatic Radar Plotting Aid (ARPA) and the Electronic Chart Display Information System (ECDIS), allowing tagged contacts from the ARPA to be displayed on the ECDIS, further increasing overall bridge integration and assimilation of numerous data sources. The ECDIS was also upgraded to allow NIMA produced digital charts to now be read and utilized by the ECDIS through the use of a simple CD ROM.

New JHS-32A Marine VHF Radiotelephones were also installed on ENTERPRISE's Bridge. These radios provided transmit and receive capability on all standard channels, as well as allowing for the monitoring of three separate frequencies simultaneously, two of which being continually recorded.

ENTERPRISE's first sea detail since January consisted of a move from Newport News Shipyard to Pier 7 at Norfolk Naval Station in July. In August, ENTERPRISE again made a short voyage from Pier 7 to Pier 11 south. August was a busy month, with the Afloat Training Group evaluating ENTERPRISE with a "Pre-At-Sea Look", judging her and her crew fit to return to sea after seven long months.

August brought this long awaited return to sea, with a successful return in early September. September and October brought a very ambitious voyage for the Navigation Department. These months consisted of sea details out of, in, and back out of Norfolk / into and out of Mayport, Florida / one day transit to Port Everglades, FL, resulting in an extremely challenging sea detail to moor pierside in the very tight Port Everglades Harbor, a transit to anchorage outside of Port Everglades three days later / and finally a return to Norfolk, and ENTERPRISE's home of Pier 11 north on 16 October.

No rest for ENTERPRISE, or the Navigation Department, for 18 Oct brought a one day voyage in and out of Norfolk for Friends and Family Day.

The rest of 1997 resulted in two more at sea periods for ENTERPRISE, conducting Fleet, FRS, and Training Command Carrier Qualifications. The Navigation Department went into the 1997 holiday period with renewed seamanship skills, ready and willing to face the challenges that 1998 will bring for work-ups and eventual deployment.

OPERATIONS DEPARTMENT

Combat Direction Center

The Combat Direction Center successfully completed ESRA 97, JRX 4-97 and TSTA IV. During ESRA 97 the OI, OT and OW divisions rehabbed all 71 of their spaces well ahead of schedule. The MK-36 Decoy Launching System was placed in permanent lay-up awaiting removal from the ship.

Upon completion of ESRA 97, CDC took a major role during sea trials. OW was tasked with conducting several exercises designed to test the SLQ-32(V)4 and WLR-1H systems, as well as numerous EMCON switching drills designed to bring the entire ship back up to speed. With a new blanking device installed, it was up to OW to assist NSWC Dahlgren's EMI team in all of the operational tests.

Meanwhile, OI was conducting CIWS live firing exercises and assisting in the evaluation and final testing of the new SPS-48E air search radar. Long range tracking exercises took up the majority of the time, while the fine tuning on the SPS-48E was completed. OI also participated in every SLAMEX available in calendar year 1997. Finally, to round out the sea trial period OT was tasked with streaming NIXIE, getting qualified in USW Environmental support, a delousing exercise, Own Ship Acoustic Signature Collection, USW Communications Coordination, Acoustic Environmental Prediction, Bearer Snare Comm and Post Exercises and Unidentified Contact Reporting.

With all of this testing being successfully completed, it was time to play a part in the PALS certification and Carrier Qualifications for FRS pilots. CDC checked aircraft in and out of the airspace and assisted Air Ops in keeping track of all the aircraft coming, going and working in the pattern.

JRX 4-97 presented many new challenges for CDC, but as usual CDC took all of them head on and was very successful. OI was tasked with maintaining an extremely accurate surface picture, checking all sorts of non-organic aircraft in & out, as well as keeping JMCIS running and up to date with all of the latest information for all of the JRX participants. OW was tasked with ELINT data collection and dissemination, and assisting the JRX players in locating all of the exercise hostile platforms.

Throughout TSTA IV, CDC conducted training in every warfare specialty within CDC. While inport and underway, CDC ran several CSTT and ITT scenarios designed to have CDC M-1 qualified prior to the start of workups. OI has been involved in AIC work, SSC aircraft control and SUW exercises. OT and OI have been updating the SAR plans and conducting ship wide SAR training.

This paid off during a "real world" SAR when a training command aircraft was lost and the pilot had to be rescued. OT has continued training and conducting exercises and has achieved an M-2 rating. OW has continued to conduct EMCON switching drills, active jamming and passive tracking exercises.

Intelligence

Intelligence Function made giant leaps forward during the 1997 Extended Selective Restricted Availability period. Its three component divisions obtained and overhauled a new common berthing area and head, greatly improving quality of life.

Increased material readiness resulted from OZ Division's rehabilitation of 40 spaces, but most impressive was its renovation of nine flag passageways to pristine condition. The installation of shelving in OZ Division's chart vault was another significant accomplishment, particularly since shelves did not exist. OS and OP Divisions were equally impressive. OS rehabilitated six passageways, two workspaces, and three berthing spaces.

Likewise, OP Division completed ten work packages, including a major modification to the main photo lab's front entrance and construction of a new customer service counter. This alteration improved customer service, allowing photo lab personnel to serve more than one customer at a time.

Following ESRA, TACINTEL II build 1, Automatic Radio Frequency Management System and an updated version of the compartmentalized JMCIS (Joint Maritime Command Information System) operating system and functions were installed in SSES.

The intelligence team also laid ground work for acquiring the next generation of systems scheduled to be installed between January and May 1998 for the work-up cycle and subsequent deployment. Intelligence Function draftsmen transferred their work center from CVIC to warmer, more comfortable surroundings in the main photo lab.

CVIC expanded into the adjacent Air Department Office in order to make room for the DIWS-A (Digital Imagery Workstation Suite Afloat) Tomahawk planning system and Digital TARPS (Tactical Air Reconnaissance Pod System).

Fall underway periods off the East Coast proved extremely valuable and Intelligence Function continued its long-standing tradition of "train to win." During JRX 4-97, SSES provided extensive support to embarked commanders, providing cryptologic coverage, own force monitoring, and compartmented communications support. Additionally, augmentees from the National Security Operations Center provided JATACS services, leveraging support from national cryptologic systems and driving exercise intelligence and operational scenarios.

CVIC hosted 200 of the 1200 special operations forces embarked and provided security for the Joint Operations Center and Joint Intelligence Center while manning key positions throughout. CVIC's outstanding support to joint forces afloat earned 15 personal awards from JSOC's Commanding General.

In September, CVIC set new standards during SLAM-EX 98-2 by providing the first-ever intelligence play including phase I BDA. During TSTA IV underway periods in October and December, SSES conducted cryptologic operations supporting a national program SIGINT database while CVIC hosted seven CVW-3 intelligence officers plus the COMCRUDESGRU TWELVE intelligence staff to begin intelligence team integration and training.

The main photo lab completed more than 2,050 photographic jobs in 1997, most of which supported media events, commanding officer's end-of cruise-briefs, VIP visits, and investigative work. By year's end OP Division provided photographic coverage for significant events that included three congressional visits, MCPON visit, Broward County (Florida) Navy Days, and the change of command.

Air Operations

Carrier Air Traffic Control Center (CATCC) conducted a total of 5,830 fixed/rotary wing approaches in support of FRS CQ's and ENTERPRISE operations for a total of 4,302 traps (3,438 day/ 864 night). A total of 1,455 sorties (1019 day/336 night) were flown from the deck of ENTERPRISE culminating in 2,159.8 flight hours (1569.1 day/590.7 night) and 1,520 Case III approaches were conducted. Additionally, the Air Transfer Officer (ATO) was responsible for the movement of 1,330 passengers, 12,006 pounds of mail and 23.59 tons of cargo.

AC1(AW/SW) [REDACTED] was the Operations nominee for the Vice Admiral Robert B. Pirie Naval Air Traffic Controller of the Year and the Admiral Claude V. Ricketts Award for outstanding leadership and professional competence.

EMO

OEC Division: Completed installation to enhance both the internal and external communications and tactical capabilities of ENTERPRISE and to improve the reception of television signals while deployed worldwide. OEC Division has additionally boosted the self-sufficiency of ENTERPRISE by maintaining and operating two Micro-Miniature repair stations capable of component circuit card repair to include surface mount technology. Specifically:

- Replaced the outdated AN/URC-80 VHF Bridge-to-Bridge communications equipment with the state-of-the-art JHS-32 Radio System. This COTS upgrade gave the command greatly improved capabilities for transmission and reception of digital vessel information service and international distress and hailing frequencies. This upgrade and modernization will ensure that ENTERPRISE remains compliant with the Safety of Life as Sea (SOLAS) agreements and international treaties.

- Upgraded the AN/WSC-3 communication with the SAACS AN/SSQ-33 installation. This installation allows the WSC-3 UHF radios to be tuned via a remote computer terminal in Radio Tech Control, greatly improving the reaction time and our ability to manage a dynamic communications suite in a complex electromagnetic environment. This installation converted 23 AN/WSC-3 UHF radios from the V(7) to the V(14) configuration.

- Installed the Scaled Integrated Voice Communications System (SIVCS). This unique system integrated COTS technology and commercial FAA switching devices to streamline and economize the voice communication ability and connectivity between key command and control stations. This system architecture integrates the sound powered, secure radio-telephone, telephone, General Announcing, and e-call circuits as well as critical precision aircraft landing system voice control circuits.

- Installed an upgrade to the Direct TV system, enabling ENTERPRISE to receive additional AFRTS satellite feeds throughout all current operational theaters. This capability increased the capacity, thus allowing the simultaneous broadcast of twenty different channels over the TV system.

- Installed automated deck edge HF whip antenna pedestals. These pedestals allow the rapid raising and lowering of the deck edge HF Whips from flight deck control. This capability greatly decreases the reaction time to reconfigure the flight deck for dynamic flight operations.

- Installed the SINGARS AN/SRC-54 radio communication suite which enables ENTERPRISE to communicate with joint forces during amphibious and near land operations.

- Installed the Digital Voice Recording System (DVRS). This upgrade allows for rapid recording, playback, and archiving of vital voice communication circuits. This installation replaced the outdated analog recording system.

- Installed the Afloat Personal Telephone System (APTS), also known as "Sailor Phone." This satellite communication system is a joint venture between AT&T and the Navy Exchange to bring affordable telephone service to the fleet.

- Performed a complete overhaul of the mast in coordination with OER Division. Prepared, primed and painted the entire mast, expending over 1000 man-hours. Completed weather-proofing on every communications antennas on the mast.

OED Division: The following items occurred in 1997 for OED division:

- Auto ID removed in a crossdeck transfer to USS Kennedy (CV-67). The ACDS Block 0 Level 9 software patch to enable ACDS to interface with AN/SYS-2 was installed. The UQX-5 FTAS Monitor upgrades were installed.
- Combat Systems Post-ESRA Testing (CSPET) was conducted.
- AN/SYQ-20 ACDS Field Changes installed including:
 - FC 4 LS-653/654 Single Action Calling installed in 10 units.
 - FC 4 IP-1429 Compass Rose Bezel installed on all 19 OJ-535(V)2 consoles.
 - FC 10 OJ-535(V)2 Backlit Keyboards installed in 7 consoles.
- The AN/UYK-43A Time Volatile Memory modules (TVM) replaced with Semiconductor Memory modules (SCM).

OEM Division: This year, 1997, was a challenging and event filled year for OEM Division. The Pre-ESRA Period (January) contained Post Deployment Leave and Upkeep Period and an Ammunition Offload. During this time OEM Division also accomplished the labor intensive task of placing all of the division's Fire Control Systems, radars and magazine spaces into a Lay-up Maintenance status.

The ESRA period (February through June) was an extremely productive time for OEM Division. While in Newport News Shipbuilding and Drydock, the AN-SPS-48C three dimensional radar was removed and replaced by with the AN/SPS-48E system. The AN/SYS-2, Integrated Automatic Detection and Tracking (IADT) System, was also installed.

A major space rehabilitation was also accomplished. Over 4,000 ship's force man-hours were dedicated to the completion of 78 major jobs which resulted in the complete renovation of all divisional Fire Control and Radar System equipment spaces.

The Post-ESRA period (July through December) began with Combat Systems Train Alignment Verification (CSTAV) during which all radars were certified to be aligned with the AN/SPS-48E. Following CSTAV, FTSCCLANT performed Combat Systems Post-ESRA Testing (CSPET) to verify the proper operation of all of OEM Division's Fire Control equipment.. During the sea trials portion of CSPET, minimum detection range testing was conducted on the AN/SPS-48E radar. The ability to correlate the radar videos of the AN/SPS-48E and the AN/SPS-49(V)5 was verified, a successful Detect Track Engage (DTE) exercise was conducted on NSSMS and CIWS, and a CIWS PAC Fire was completed.

In September, while underway operating under an intensive CQ schedule, the AN/SPS-48E antenna was severely damaged by the barbette access hatch which inadvertently opened during radar operation. The damage resulted in replacement of the entire antenna array. This replacement was performed by Norfolk Naval Shipyard in conduction with FTSCCLANT and NSWC PHD, and was completed in November. Preparations for Command Assessment of Readiness Training (CART) were conducted in December, preparing OEM Division for the rigorous training and work-up schedule that commences in January 1998.

OER Division: The year began with a Post Deployment Leave and Upkeep period. The ship's radars and navigation systems were prepared for Lay-up during this time. Preparation was made to enter Newport News Shipbuilding and Drydock for an Extended Ship's Restricted Availability (ESRA).

During the ESRA (February through June) two major equipment changes were started; installation of the AN/SPN-43C Aircraft Marshaling radar and upgrade of the AN/SPS-49(V)1 radar to AN/SPS-49(V)5. The antenna was also replaced. During ESRA, the division expended over 4,000 man hours to accomplish 131 jobs assigned to ship's force.

Following ESRA a series of certifications were completed. OER Division was heavily involved in the Combat Systems Train Alignment Verification (CSTAV) and Ship's Navigational and Aircraft Inertial Alignment System (SNAIAS) certification. The AN/WSN-1 Ship's Inertial Navigation System (SINS) and MK-19 Gyro mechanical and optical alignments were completed. The AN/SPS-49(V)5 and AN/SPN-43C antenna roller path alignments were verified.

In August, the AN/SPN-43C waveguide was replaced and the antenna overhauled. Final installation of the AN/SPS-49(V)5 was completed. The Furuno radar was relocated to the lower starboard yardarm to eliminate interference from the AN/SPS-49(V)5 radar. The AN/URN-25 TACAN was certified.

The Precision Aircraft landing System (PALS) certification, conducted in August and September, certified the AN/SPN-41 and AN/SPN-46 radars, the TACAN, and associated equipment for all weather operation.

FTSCLANT conducted Combat Systems Post-ESRA Testing (CSPET) which verified the operation of all systems and equipment. During the Underway portion of CSPET, the AN/SPS-49(V) to AN/SYS-2 interface was verified and Detect Track Engage (DTE) testing was judged successful.

In December, the AN/SPS-43C antenna failed just prior to returning to port. The fault was isolated to the antenna drive motor and a prototype rear azimuth drive gear box. The motor and gear box were replaced with assistance from Naval Air Warfare Center (NAWC).

Strike Operations

January

- Ordnance transfer w / USS Seattle

February - July

- ESRA 97

August

- Sea Trials / Flight Deck Certification 11-20 August

September

- TSTA IV FRS CQ 11-19 September
- JRX 4-97 22 September - 1 October

October

- Port visit to Mayport FL 2-6 October
- Port visit to FT Lauderdale {Broward County Navy Days} 6-12 October
- NPMTT visit #1 13-16 October

- TSTA IV FRS / TRACOM CQ 23 October - 3 November
- November
- CVN-65 Change of Command 10 November
- December
- TSTA IV FRS / TRACOM CQ 3 -15 December
 - NPMTT visit #2 9-12 December

RELIGIOUS MINISTRIES DEPARTMENT

January – March

LtCol [REDACTED], USMC (RET), spoke to the crew about the military component of Campus Crusade for Christ.

April – June

Hosted Alice Thomas to speak to Sailors and Marines on the important work provided by the International Seamen's Friend House.

Organized USS ENTERPRISE's twenty-five volunteer personnel to work at four sites during the Hampton Roads Annual Paint-Your-Heart-Out day.

July – September

Held burial-at-sea for EMC [REDACTED], USN (RET), father of EM1 [REDACTED], USN, stationed on board USS ENTERPRISE.

Hosted the JTFX chaplains, Chaplain [REDACTED], USA; Chaplain [REDACTED], USA; and Chaplain [REDACTED], USAF. RMD and the JTFX provided a team conception of ministry, covering all personnel aboard ship and on land with joint worship services.

CAPT James Mulligan, USN (RET), former prisoner of war, spoke to the crew about the importance of a Christ-centered life in the face of diversity.

Mr. Stan M. Evans, renowned columnist and speaker was hosted on board. Mr. Evans spoke to an audience of military and civilians from the local area on religion in the media and politics.

October – December

Fort Lauderdale, Florida once again provided an opportunity for RMD to empower the crew in answering the needs of the community. Over three days USS ENTERPRISE Sailors completed nine Community Service Projects. These projects included: Sunshine Elementary School, Kids in Distress (a treatment center for abused children), Northeast Focal Point (an Alzheimer's disease, and elderly day care facility), Habilitation Center of Fort Lauderdale (interior production center for physically and mentally challenged adults), Outreach Broward (a beach clean up detail.) Each facility had two days of projects with two separate teams.

LCDR [REDACTED] transferred to Naples, Italy.

CDR [REDACTED] reported aboard to relieve CDR [REDACTED] as the ship's Command Chaplain.

CDR [REDACTED] transferred to Pearl Harbor, Hawaii.

LCDR [REDACTED] reported aboard as relief for LCDR [REDACTED].

SAFETY DEPARTMENT

1997 saw three distinct phases of operation for the ENTERPRISE and its Safety Team. From February through June the ship was immersed in an Extended Ship's Restricted Availability (ESRA). During July and August ENTERPRISE made preparations for, and returned to at-sea operations. Finally, the last four months saw regular duty as the host for Fleet and Training Command carrier qualifications. Transitions between phases of operation are typically periods of increased risk of mishap; therefore emphasis was placed on increasing safety awareness and training prior to each phase. As a result of this preparation, the ship and its crew suffered no serious injuries or material damage during the entire year.

Significant events included:

22-24 January	At-sea ammunition transfer
25 February	Safety Standdown
28 February	Entered shipyard for ESRA

10 March	Formed joint Health and Safety Task Team with shipyard
15 May	Health Promotions Fair
28 July	Initial Ergonomics Study meeting
30 July	Safety Standdown
26 September	CNO-directed Safety Standdown
18 October	Friends/Family Day cruise/ Mini Health Fair
25 November	Holiday Safety Standdown
6 December	CNO Ergonomics study begins underway

2711 embarked flight hours
 4650 Catapult Launches
 93 days at sea

Over 3000 safety hazards reported through the hazard abatement program with an overall discrepancy correction rate of 93%

SUPPLY DEPARTMENT

First Quarter of 1997 was a time of transition for the Supply Department, a brief rest following the very successful Mediterranean / Persian Gulf Deployment of 1996, then back to work and off to the Shipyard at Newport News, VA for a seven-month Extended Ships Restricted Availability (ESRA).

January

January 1997 started off very quietly with the ship in a combined Holiday / Post Deployment standdown and came roaring back to life as ENTERPRISE began the task of preparing to move to the shipyard. The Customer Services Division (S-9) was already beginning the early coordination with Newport News Shipbuilding for purchased services and the Readiness and Services Divisions were making advance preparations for major renovations to the ship's laundry, galleys, and storerooms.

The Aviation Stores Division was vigorously preparing for the COMNAVAIRLANT Inventory Reconciliation (RECON) and actively offloading all A-6 peculiar parts support following the retirement of that airframe from active service. This effort reduced the S-6 inventory by over 250 line items valued at over eight million dollars.

Aviation Stores was also starting preparations for the next deployment during this period as they began the review and validation of Aircraft Equipment Configuration Lists (AECLs) for CVW-3, our new airwing. These products were submitted to COMNAVAIRLANT as part of the AVCAL Quality Review Conference (AQRC) preparation.

February

February found the ENTERPRISE Supply Department actively involved in the repair availability. The forward galley was gutted, access cuts from the hangar bay to the ship's laundry were opened, the Ship's Store Office was relocated, and the enlisted barbershop was temporarily closed to make way for the new forward plastic waste processing plant. Numerous minor jobs began and we received our first Enlisted Quality of Life (EQOL) visit of the year as COMNAVAIRLANT sent in their team of experts to identify and begin repairing and ordering the replacement parts to upgrade and overhaul much of the food service equipment onboard.

Aviation Stores Division successfully completed the RECON, a wall-to-wall inventory of all repairable parts, with a result of zero Gross Inventory Adjustment (GIA) ENTERPRISE was the first CVLANT carrier to ever record a zero GIA. In addition, they submitted the initial outfitting directive to Naval Inventory Control Point, Philadelphia, via COMNAVAIRLANT, for the AVCAL Quality Review Conference (AQRC).

A shipwide Controlled Equipage Inventory was satisfactorily conducted on schedule, during the period 15 February -15 March 1997. The CPO Mess led the way by having a total of 13 compartments rehabbed during the month of February.

March

March saw rapid progress on the forward galley. The debris of the old galley was gone, new steam jacketed kettles (SJK) were in place and piped, counter and dresser work had begun and new reefers and deep fat fryers were on the way. The ship's force tile team accepted the challenge to lay quarry tile in some food service spaces and did an exceptional job on the deck in the forward juice room.

Aviation Stores submitted extracted NALCOMIS data to Naval Inventory Control Point, Philadelphia, via COMNAVAIRLANT, to continue preparations for the AVCAL Quality Review Conference (AQRC) and embarked on an ambitious program aimed at rehabbing each of their assigned spaces completely, prior to the end of the availability. During March, they completed the rehab of both the Supply Response Section (SRS) and the Production Monitoring Unit (PMU) workcenters and all of the S-6 fanrooms.

Second Quarter started off with a bang as the Material Division (S-8) completed the transfer and turn-in of over four million dollars worth of excess stock material to MTIS for credit to the type commander. The Sales and Service Division (S-3) had completed their move, adapted to the shipyard environment and were now providing regular laundry service from various remote sites with one day turnaround. S-3 also commenced hangar bay vending in support of the shipyard workers, barber services out of temporary quarters, and near normal shopping hours in the Ship's Store.

Also during this period, the ship's berthing plan was realigned and virtually every Supply Division was affected as ENTERPRISE started to prepare for the crew and squadron mix that would follow the shift in airwing composition. Many Supply Department personnel suddenly found themselves forced out of well-maintained berthing areas. This led to a flurry of new jobs generated in the Supply Department as we began the process of bringing our new berthing areas up to speed - a process that would continue into the new year.

April

In April, the rough AVCAL product from Naval Inventory Control Point – Philadelphia was received for review. The International Barcode System (IBS) was upgraded to version 4.0 and the department successfully completed the 3-M Assist Visit. Work continued throughout all spaces as the refrigeration modifications, required to convert the system to the new environmentally-friendly refrigerants, were completed on the forward reefer plant. S-6 Division began a major effort in the Repairable Asset Management (RAM) Storeroom Complex which consisted of the complete rehab of five storerooms and improvement and realignment of stowage aids and locations.

Sales Division had Pepsi and Coca-Cola replace all vending machines.

May

During May the rehab effort continued. The work on the forward galley was rapidly coming together with the griddles relocated the new equipment in place, and the quarry tile deck being laid. New deck grating was completed and installed in the forward refrigerated boxes and freezer spaces and numerous storerooms had received fresh paint and minor material improvements.

June

In June, we finally had the forward galley and mess decks back under Supply Department control and were able to start cleaning and getting the mess ready for a grand opening following the Fourth of July weekend. The Aviation Stores Division finalized and submitted AVCAL products and completed rehab of RAM complex and other spaces. Finally, we left the shipyard, moved back to the Naval Station, and continued our rehab effort.

During this period, we successfully tried several innovative ways to provide better service to the ship. Light the Ship Day, a one-time issue of over 8,500 light bulbs from the hangar bay, was an overwhelming success and brought light once again to many of the out of the way spaces and even main passageways for the first time in several months. Our first ever DRMO Day was an even more successful venture. Broken equipment and material that had been hidden in junk bins throughout the ship for years, suddenly appeared on the hangar bay where it was processed rapidly and efficiently documented, packaged and offloaded to DRMO.

During June 1997, ENTERPRISE became the first aircraft carrier to use the new Subsistence Prime Vendor system. With Prime Vendor we were able to start ordering a wider variety of commercial products and to get brand names into our menu cycle.

With the completion of ESRA-97, ENTERPRISE was fully equipped with new Plastic Waste Processing (PWP) mods. This provided two Plastic Waste Processing Rooms with a total of 11 plastic melt units and associated hardware.

July

During July, the Aviation Stores Division successfully completed AVCAL review preparations at the AVCAL Quality Review Conference. Continuing with long range planning, S-6 organized qualification courses for all Supply Department forklift operators.

The Sales Division contracted for the complete renovation of the Super Store with the assistance of NEXCOM.

The Food Service Division, with EQOL's help, completed a number of projects at this time. They completed the installation of new, under-the-counter refrigerators, a new stand up mixer in the Aft Galley, a new vegetable peeler into the Aft Veg Prep, a new duchess machine in the Bakeshop and installed a new microwave oven, toaster, and ice machines on the mess decks. EQOL finished up their visit with the installation of a new salad bar, and the Coca Cola Company installed new coke machines as well. The ships tile team completed the retiling of the forward mess decks while shipyard contractors finished tiling the Aft Galley, Veg Prep, Bakeshop, Juice Room, and Bread Room with quarry tile.

Shipyard work was finally coming to a conclusion. The walk in chill box was finally completed replacing the old Butchershop, NAVSESS work came to a close with the completion of two new scullery machines installations on the aft mess decks.

The Customer Services Division initiated the use of the Government IMPAC Card. The IMPAC card is a Visa Card used by the ship to make micro-purchases (material and services less than \$2,500.00). The use of the IMPAC Card has decreased the turnaround time for micro-purchases from three weeks to three days, eliminating the need for Pierside Procurement on micro-purchases.

August

The CINCLANTFLT Audit Team completed their review of our Disbursing operation in early August. They helped us get the month off to a good start by giving us a clean bill of health in the Disbursing operation with an overall grade of Satisfactory.

The Readiness Divisions took advantage of Fast Cruise, to hold Flight Deck Indoctrination training and initial VERTREP team training. The Aviation Stores Division received its initial engine allowance onboard from COMNAVAIRLANT in preparation for our upcoming carrier qualifications. The rehabilitation of the Rotatable Pool was completed, adding new storage aids throughout the space.

The new laundry was completed in August, just prior to sea trials. The facility included ten new 100 pound washers, and dryers, expanding capability by 40%. Sea Trials proved to be the acid test for our new galleys and laundry. Supply along with members of the Engineering Department spent countless hours working out the bugs and fine tuning both the Laundry and the Galley installs. By the end of the sea trials, the Laundry and Mess Decks were running full speed ahead, geared up to support carrier qualifications. Not missing a beat, ENTERPRISE conducted the first underway replenishment (UNREP) in over 10 months with flawless precision.

Training and preparation for operation of the new Plastic Waste Processing facilities was conducted during July and August 1997. During August an operator training course was conducted by representatives from Craderock in anticipation of bringing the plants up for operation during our scheduled September underway period.

September

September saw ENTERPRISE underway for carrier qualifications and joint operations. Supply Department played a major role in the three-day, massive onload of

special teams from the Air Force, Army, Marine Corps and Navy Special Warfare, coordinating with each of the services' logistics managers.

The new AVCAL products for repairables were received and loaded into the SUADPS computer system, increasing the authorized repairable inventory to over \$220 million.

The main focus now turned to making preparations to offload all excess repairables resulting from the new AVCAL, receiving input from CAG Maintenance personnel, and loading Carrier Air Wing 3 information into the NALCOMIS database prior to the end of fiscal year closeout and in preparation for the airwing's arrival in April 1998.

The balance of the month was spent closing out the fiscal year books across all divisions in the Supply Department, making preparations for JRX, and our upcoming visit to Jacksonville and Ft Lauderdale, FL for Broward County Navy Days.

Plastic waste processing began onboard ENTERPRISE during carrier qualification in September 1997. During that period of operation, spanning just 16 days, a total of 664 plastic pucks were produced, and average of 40 per day.

October

October was very busy as Supply Department commenced an AVCAL repairable offload. Over 1,000 repairable parts were offloaded over two weeks. We conducted NALCOMIS Refresher Training underway with the assistance of COMNAVAIRLANT NALCOMIS Training Team and loaded the new AVCAL for consumables in the Maintenance Support Package (MSP) Storeroom.

Supply Department coordinated a habitability issue from the hangar bay. We issued 882 new mattresses, 691 pillows, 2,880 pillowcases, 2,976 sheets and 278 blankets over a three day period prior to JRX.

Supply Department was heavily involved in the initial load out for JRX-97 when 97 military vans were loaded aboard ENTERPRISE and positioned on the hangar bay in support of joint forces embarked personnel. A two-week underway followed in which an average of 12,000 meals were served daily from the galley, along with over of 400 box lunches. We pulled into Mayport, FL to offload the joint forces and take a few days of liberty before moving on to Broward County Navy Days in FT Lauderdale.

During our Mayport, FL port visit, the ship hosted a Sunset Parade on the hangar bay with Supply Department providing refreshments for a reception of over 400 people and Sales Division selling memorabilia for the guests.

We left Mayport and steamed to FT Lauderdale for a week of activities in support of the Broward County Navy League and the city of FT Lauderdale as they celebrated their annual tribute to the Navy. During the first four days of the visit, ENTERPRISE hosted daily tours and conducted a number of special events. Over 10,000 people visited the ship during the four-day visit. In support of the demanding schedule, Supply Department set up a memorabilia tent on the pier and conducted daily sales, generating \$1,000 to \$1,800 per day.

Two special events were scheduled that required virtually every Mess Specialist and Food Service Attendant on ENTERPRISE to work around the clock for four days. One of these events was a Medal of Honor Dinner paying tribute to eight Medal of Honor winners. The formal sit down meal was served in the hangar bay for approximately 400

guests and was widely recounted as the premier event during the week-long Broward County Days celebration.

The Plastic Waste Processing operation achieved a milestone on 29 October when they processed their 1,000th plastic puck.

During October 1997 the Supply Department and Information Systems Department worked together to develop a plan to hasten the implementation of IT-21 onboard ENTERPRISE, by procuring a number of IT-21 compliant computers. This procurement conducted on the development of a Supply Management Information System, allowed for initial testing and development of Operating System parameters for the upcoming adaptation of this new technology.

November

Returning from Florida on a Thursday, the rest of the ship took Friday off and Supply Department went to work preparing for the Friends and Family Day Cruise, Hangar Bay Sale, and all day feeding frenzy that was to occur on Saturday. During the 12-hour event, the food service divisions served approximately 18,000 meals. After returning from the Friends and Family Day Cruise Supply Department began immediately to onload and setup for the change of command that was to occur on the 10th of November. The Wardroom Mess prepared and served a variety of appetizers and relish trays on the hangar bay and in the Flag Mess immediately following the ceremony.

The remainder of November was a series of minor events involving the Supply Department. These ranged from the Veteran's Day Hanger Bay Sale, the Children's Carnival Hanger Bay Sale and highly regarded Thanksgiving Holiday Meals prepared and served in each of the messes onboard for the duty section.

At mid month the Supply Department successfully completed ASMAT I. Following this, Aviation Stores Division offloaded over 2,000 items from MSP as a result of the new AVCAL. Finally, to close out the month the Sales and Services Division had a Holiday sale extravaganza on the Hangar Bay.

November also saw the stand-up of our new Quality Assurance Division (S-10). This division was formalized and began regular reporting of pulse point information on the Readiness operation.

December

The first part of December was busy as ENTERPRISE was underway until 15 December. This gave the Aviation Stores Division an opportunity to reorganize Rotatable Pool to conform with the standard TYCOM Pool.

The Hazardous Material closed out this final at sea period with a grand total of 1,481 pucks produced by the Plastic Waste Processing plants in their first year of operation.

During December the Disbursing Office started preparing for the new implementation of the Defense Joint Military Pay System (DJMS) by participating in the Extended System Acceptance Testing (XSAT). This was a CNO sponsored test to determine the operational effectiveness of DJMS-Navy Active Duty Component System and its readiness for introduction to the fleet by performing simulated transactions in an at sea environment.

The Food Service Officer received a Christmas present, 100 long awaited eight foot tables for the mess decks. The Aft Mess Decks were also closed to allow retiling and the placement of porcelain tile under the beverage lines and ice machines.

One last Special Holiday Meal for the year was served on Christmas Day. With ENTERPRISE on Holiday standdown, the year ended peacefully.

Significant Events

Feb – Jul 97 ESRA 97 (Newport News Shipbuilding)
Oct 97 JRX-97
Oct 97 Mayport, Florida. Total port costs \$12,600.00
Oct 97 Jacksonville, Florida. Total port costs \$345,000.00
Nov 97 ASMAT I Inspection

Interesting Statistics

Food Service Statistics:

1. Value of Consumed:	\$2,257,690.13
2. Total Meals Served:	406,681

Disbursing Office Statistics:

1. Average number of pay accounts held by Disbursing	2,970
2. Average percentage of Direct Deposit participants	96.0%
3. Number of travel claims processed for the year	1,929
4. Ship's Store Sales	\$1,168,437.82
5. Average number of personnel with ATM accounts	1,232
6. Number of Disbursing Transactions	59,963
7. Number of checks issued	4,365
8. Dollar value of checks issued	\$10,109,208
9. Dollar value of payrolls	\$5,378,072

Post Office Statistics:

1. Money Orders sold:	3,442
2. Money Orders sales:	\$347,438
3. Postage Stamp sales:	\$22,999
4. Incoming mail: Lbs.	101,534
5. Outgoing mail: Lbs.	71,321

Ships Store contributions to MWR totaled \$113,000 between Sept and Dec 97.

Central Cleaning Gear issued over \$85,000 worth of material between Sept and Dec 97.

An average of 45 personnel are served at our monthly Birthday Meal.

TRAINING DEPARTMENT

Morale, Welfare and Recreation (MWR)

Command Sponsored Events

MWR sponsored the following events that increased the morale of the crew and their families.

- ENTERPRISE Night at the Circus. (Feb)
- Valentine's Day Party. (Feb)
- ENTERPRISE Night at the Ballpark. A family picnic before the season opener.

(Apr)

- Big E Beach Picnic. (May)

- Summer Slam. A day at King's Dominion theme park complete with picnic and prizes. Over 4,700 ENTERPRISE crew and family members attended this event. (Jul)

- ENTERPRISE night at Langley raceway. A night of food and NASCAR racing at the local track. (Aug)

- Big E Friends and Family Day Cruise. MWR provided entertainment on the hangar bay including two local and two national bands, a dance troop, a martial arts demonstration and a Klingon show. Additionally, there was a Hubble Space Telescope presentation. (Oct)

- Big E Kids Holiday Party. A carnival for the children of ENTERPRISE crewmembers that was held on the Hangar Deck. Over 500 children attended to ride the rides, play the games, see Santa Claus, receive a gift stocking and eat pizza. (Nov)

- Christmas Party. (Dec)

Fitness Center

The ENTERPRISE received over \$260,000 worth of fitness equipment, weight training equipment, exercise machines and sporting equipment from BUPERS through the Fleet Initiative program. The three gyms are now outfitted with the finest equipment available and have greatly boosted the morale of the crew.

Sports Teams and Clubs

MWR sponsored and funded football, baseball, basketball, shooting, rugby, soccer, volleyball, softball, golf, weightlifting and running teams. These teams played at home and during port visits.

Ticket Sales

MWR sold discounted tickets to museums, golf, car races, concerts, sporting events, shows, movies, theme parks, dinner theaters, skating and numerous local trips.

Port Visits

The ENTERPRISE conducted port visits to Mayport, FL and Ft. Lauderdale, FL in October. MWR sponsored trips to Daytona Beach, Disney World, and professional football games in Miami and Jacksonville, FL. MWR set up golf and fishing

tournaments and games for most of the command sports teams. Additionally, Broward Navy Days set up numerous functions for the crew while in FT. Lauderdale.

INDOCTRINATION (Indoc)

The Indoctrination Division continued to provide a smooth and informative transition to 957 newly reported E-1 through E-6 personnel. The one week course is given to all personnel within two weeks of reporting aboard and includes such topics as Radioactive Controls training, Navy Rights and Responsibilities, and Information Systems Security. The program also includes presentations from the Commanding Officer, Executive Officer, and Command master Chief as well as a tour of the ship.

An Indoctrination class for newly reported Khaki was instituted and 47 newly reported E-7 through O-4 attended the class. The two day program provides an overview of the E-1 through E-6 Indoctrination course.

WEAPONS DEPARTMENT

G-1 Division

G-1 division's dynamic and innovative efforts throughout the six month Extended Selective Restricted Availability (ESRA-97) and Joint Task Force Exercise are characterized by achievement, quality and sustained productivity. The enormous contribution made by the men of G-1 are as follows:

Complete overhaul of four electric forklifts; refurbishment of 55 shipboard/squadron spaces and the restoration of over 830 pieces of weapons support equipment. G-1's team has employed Total Quality Leadership techniques saving the Navy over \$500,000 in outside contracted repair cost.

Completed 334 ship's force work package jobs two months ahead of schedule with a 40 percent reduction in manning and limited funding during ESRA-97.

Successfully transferred 1,179 tons of high explosive precision guidance ordnance to the USS SEATTLE (AOE-3) in two of the three days scheduled despite severe weather conditions.

Performed the complex and intricate overhaul and modification of four electric forklifts. Additionally, executed the timely and accurate modification and weight test of 20 lowboy electric forklifts, resulting in an overall savings of 375,000 dollars in material and contracted labor.

Expended 12,400 man-hours on preventative maintenance and component repair, which resulted in 100 percent Ready for Issue (RFI) and availability of 2,300 pieces of weapons support equipment.

Completed detailed refurbishment of 850 pieces of weapon's support equipment at SIMA Portsmouth repair facility, extending equipment service life and saving the Navy \$30,000 in contracted work.

G-2 Division

Returning from an intensive 1996 Mediterranean Deployment in December G-2 Division made preps to commence their six month Extended Selective Restricted Availability (ESRA-97). Following ESRA-97 G-2 Division began training and preparations for ship-wide evaluations as well as inspections geared solely to the Weapons Department and G-2 Division. Significant accomplishments include:

Maintained operational readiness of 30 magazine sprinkler systems During ESRA-97. Operating at a 67 percent manning G-2 Division repaired or replaced fifteen magazine sprinkler valves ranging in sizes from one and one-half to eight inches. The six and eight inch valves rivaled shipyard quality work. All of the work, with the exception of two valves, was completed with no outside assistance. Repaired over 250 magazine sprinkler discrepancies, refurbished ten .50 caliber machine gun mounts, and overhauled (12) .50 caliber ready service lockers.

During weapons magazine rehabilitation G-2 Division replaced over 1000 feet of rockhide tubing for the automated side of the sprinkler system.

Refurbished three divisional spaces enhancing material condition and damage control readiness.

Qualified over three hundred Security Force and Weapons Department personnel in the safe use and operation of small arm caliber weapons for Security Teams and Quarterdeck Watch standers. The disestablishment of the Marine Corps Detachment added the responsibility of Reserve Force Reaction Teams.

Conducted three successful underway replenishments with various units of the Atlantic Fleet. This live training provided 100 percent mission effectiveness for underway replenishments as well as sea and anchor details. G-2 Gunners pride themselves on first shot, first time, first over.

G-2 Division began work-ups to provide essential mission-ready support throughout the year during demanding and adverse situations for various upcoming ship wide evolutions as well as inspections geared solely toward the Weapons Department and G-2 Division. Command areas include Sea Trials, Flight Deck Certification, TSTA IV/CQ-1, JTRX and TSTA IV/CQ-1. Divisional areas include OHSAT, SESI, CART-I, CART-II and MSSI. G-2 Division displayed a sense of unity, true professionalism and pride in accomplishment during each inspection.

G-3 Division

G-3 Division was distinguished through aggressive and resourceful use of limited funding, manpower and material resources throughout the six month ESRA-97, two week Joint Task Force Exercise and CART II inspection upholding the finest traditions of the United States Navy. Their accomplishments are characterized by superior commitment, accomplishments and sustained productivity.

This was accomplished with a 40 percent manpower reduction and an additional 25 percent of assigned personnel temporarily assigned duties throughout the command in support of Berthing Habitability, Fire Watch Division, Head Habitability, Food Service Attendants, Side Cleaners, Master-at-Arms Force, Tick Shack, Tile Team, Lagging Team and Light Manufacturing Division.

Completed 171 habitability (prep/prime/paint) jobs including eight major weapons magazines.

Removed, repaired and replaced 142 low pressure air, firemain, salt and fresh water valves. Completed 48 major and 57 minor lagging jobs. An additional 189 Consolidated Ship's Maintenance Project (CSMP) jobs were completed.

Magazine lighting was upgraded from non water tight fixtures and junction boxes to water tight junction boxes and steam tight light fixtures in eight access trucks and five magazines correcting deficiencies from November 1996 INSERV and SESSI inspections.

Aft Bomb assembly table was identified as being obsolete.

Working with AIRLANT and Dynacorp, division personnel located, reworked, transported and installed a standard A/F 32K-1A Bomb Assembly Table.

Completed 4,000 damage control, magazine and related compartment preventative and unscheduled 3M maintenance actions throughout 102 division spaces. The division's 3M training, high standards of maintenance practices were instrumental in the department being graded as satisfactory during the 3M assistance inspection from COMNAVAIRLANT.

Shipboard Explosive Safety Inspection (SESSI) Assistance Visit was reclassified as a Phase I inspection due in a large part to the outstanding material condition of the division's major weapons magazines.

Ordnance Handling Safety Assistance Team inspection was graded as satisfactory.

Assisted Newport News Ship Yard in performing a System Installation Assurance Test. The test was performed by division personnel and was evaluated as satisfactory.

G-4 Division

During calendar year 1997 the weapons elevator maintenance crew was tasked with training and qualifying 55 weapons department personnel as weapons elevator operators. Completed over 6,164 hours of preventive maintenance, 154 repair jobs, 60 welding jobs and the replacement of over 150 door rollers on 14 weapon elevators.

G-4 assisted the Naval Surface Warfare Center in the development of procedures to test, certify and reinstall the weapons elevators low pressure air flasks. Completing an Extended Ship's Restricted Availability, in which 12 major ship alterations to four upper stage elevators were completed ahead of schedule, a true testament to the 15 men that make up the elevator shop.

Not limited only to maintaining the elevators, G-4 personnel operated the elevators for Medical Department during the transportation of 15 different medical emergencies, ensuring the safe and timely movement of these people.

Finding time to study for rating exams, G-4 Division promoted personnel to a Chief Petty Officer, Aviation Ordnanceman Second Class and Third Class.

G-5 Division

During the calendar year G-5 Division was responsible for the requisitioning, coordination, and safe movement of 1,452 tons of ordnance during ammunition on-loads and off-loads.

While in Newport News Shipyard for ESRA-97, monitored 795 jobs with a 94 percent completion rate aiding in the overall success of ESRA-97. G-5 personnel also

scheduled and monitored 250 weapons elevator evolutions in support of the ESRA.

Provided support in the initial installation of the new ammunition accounting system, Retail Ordnance Logistics Management System (ROLMS). USS ENTERPRISE (CVN 65) was the first east coast carrier to receive this system and has been at the forefront of using, identifying and correcting errors resulting in a top of the line accounting system working in conjunction with the ROLMS trouble desk.

G-5 created a complex database to generate numerous detailed reports used in the requisitioning of all ordnance items and the monitoring of ammunition assets by accounts.